

HISTORY  
OF THE  
TORONTO  
FIRE  
DEPARTMENT





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HISTORY  
*of the*  
Toronto Fire Department



*Published in the Interest of*  
THE BURIAL FUND OF THE  
TORONTO FIRE FIGHTERS

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## The Toronto Firemen's Burial Fund

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HIS book is published in the sole interest of the Toronto Firemen's Burial Fund. The following few remarks and explanations will be of interest to you as a citizen, taxpayer and business man.

The Toronto Fire Department have two distinct funds, one being the "Toronto Firemen's Burial Fund," which covers every member of the department, while in comparison, the other fund, known as the "Benefit Fund," covers but 89% of the Toronto Fire Fighters. You can see by this that the first mentioned Fund (TORONTO FIREMEN'S BURIAL FUND), receives the strongest endorsement and support of the Firemen themselves.

The Toronto Firemen's Burial Fund was formed two years ago, and in that time this fund has paid out fourteen claims made upon it by Fire Fighters' deaths.

One of the great assets of this Burial Fund is that all claims made upon it through the death of one of its participants are paid instantly, and in the majority of cases within two hours after the death occurs.

We are taking this opportunity of asking you, if at any time you feel you would like to show your own personal appreciation for our good work in saving buildings and stocks from the ravages of fire, that you make your cheque payable to THE TORONTO FIREMEN'S BURIAL FUND and send it either to the President of the Association or else to the Secretary-Treasurer of the Burial Fund, thereby giving each and every fireman an equal share.

We also wish to take this opportunity of thanking our many friends, the citizens of this city, who have, on many occasions, sent in cheques and letters of appreciation for good and efficient work that the Toronto Fire Fighters have done.

We appreciate your kind support.

On behalf of the Toronto Fire Fighters, I am, yours very truly,

J. L. WHITE, Secretary-Treasurer,  
Toronto Firemen's Burial Fund.



## William J. Russell

Born in York County, near Toronto; joined the Fire Dept. Jan 10th, 1883; appointed Captain in 1901 and District Chief in 1911, Deputy Chief in May, 1916, and Chief of the Dept. in May, 1919.

To be the directing head of Toronto's Fire Department is a big man's job, and Chief William J. Russell is a big man physically and mentally, one of the shrewdest and most able fire fighting chiefs on the continent.

With Toronto's population of 627,520 people, \$326,902,441 worth of buildings and dwellings, to say nothing of their valuable contents, to be protected from fire is a huge responsibility. Not only has Chief Russell the responsibility of protecting Toronto from fire but his office job of administering the Department is a big one, and for the past four years and a half he has administered his post with rare judgment and tact.

He is a veteran fire fighter, yet youthful in appearance. He is a doer, not a talker, and has no use for fads and frills, and is on the job twenty-four hours a day, three hundred and sixty-five days a year. Since assuming command of the Fire Department Chief Russell has shown himself to be keenly interested in giving Toronto the best Department on the continent. Keeping his eye on the rapid striding growth of the city in every direction, he has equipped the Fire Department with the latest modern and most powerful fire fighting apparatus. He is always leading his men and never asks a man to go anywhere he would not go himself. He demands everything from his men, yet keeps a cool head.

30 years fighting fires in Toronto has given Chief Russell a determined aggressive driving force which he instills into his subordinate officers and men. But under this somewhat stern exterior he possesses a big heart and a strong human feeling for his men. Nothing is further from his mind than to injure anyone's feelings, and he is always ready to give credit where credit is due.

Chief Russell is not a mixer. He is somewhat distant and reserved, yet when approached he is kind and courteous and always ready to hear a man's story.

Over thirty years he has been in the service and to-day can look back to the days when the Fire Department had few men and obsolete equipment as compared with the wonderful fire fighting machines of to-day. As a fireman he started his career at old Court Street Station with the hook and ladder truck; was transferred to Berkeley Street for four years, and then sent back to Court Street on the hook and ladder. From there he was moved to Lombard Street and in 1901 was promoted to Captain, there being no rank of Lieutenant then, and was placed in charge of the aerial truck at Bay Street where he stayed for many years. In 1911 he was promoted to the rank of District Chief, and put in charge of the Western Section, as it was known then, with headquarters at Perth Avenue Hall. Three years later he was brought back from Perth Avenue Hall and appointed Acting Deputy Chief, and held that post until April, 1915, when he was promoted to Deputy Chief, and with the resignation of Chief Smith, a few months later, his faithful services were rewarded by promotion to Chief by the unanimous vote of Council.

In selecting William J. Russell for Chief it was a tribute to a man who has proved himself to be a real active leader, and since assuming the command of the Department Chief Russell has proved his appointment was no mistake.





WILLIAM J. RUSSELL  
CHIEF



# Biographical Sketch of Members of 1922 Board of Control

## MAYOR CHARLES ALFRED MAGUIRE

Charles Alfred Maguire is Mayor of Toronto for the year 1922. Mr. Maguire was elected by acclamation at the official nominations on December 21, 1921. He enjoys the distinction of being the first Mayor in Toronto's history to receive a first term without a contest.

The new Mayor, like his predecessor, T. L. Church, is an outstanding and aggressive supporter of public ownership. During the past few years he has given practically his whole time to the city's affairs and his elevation from the vice-chairmanship of the Board of Control to the highest office in the gift of the people was largely due to his fidelity to the city's interests and to the general feeling that "Maguire is entitled to the Mayoralty." He has a widespread popularity among all classes of the citizens.

Mr. Maguire is the forty-first Mayor, the first being William Lyon Mackenzie. First elected as an alderman from Ward Three in 1909, he was re-elected in 1910-11-12-14-15-16-17. He was controller during part of 1912 and for the years 1918-19-20-21. He was born at 70 Gerrard Street West, the youngest of a family of nine children. His parents were Mr. and Mrs. James Maguire. His father came to Toronto when 16 years of age from County Armagh, Ireland. His mother, who was Miss Elizabeth Brown, was born in Toronto.

Mayor Maguire is 46 years old. He is senior member of the firm of Maguire & Connon, chief representatives in Toronto and York County for the Royal Insurance Company. He was educated at Elizabeth and Victoria Street schools and at Wellesley School. He was married on February 9th, 1900, to Miss Lillian Cusack, of Toronto. Mr. and Mrs. Maguire have one son, Herbert, aged 12. The Mayor is a member of the Masonic Order, St. Andrew's Lodge, Occident Chapter and Cyrene Preceptory, and of the Knight Templars, also a member of Loyal Orange Lodge, No. 778, and of the Mystic Shrine and of the Knights of Pythias. He is a Liberal and his clubs are the Oakwood Lawn Bowling and the Ontario Club. In religion he is a Presbyterian, being a member of the Deer Park Church.

Always active in the Hydro power and light enterprise, he is vice-president of the Hydro-Electric Railway Association and a member of the executive of the Hydro Power Association.

At the inaugural meeting of the new City Council on February 9, 1922, he outlined the following policies for the present year: Carrying out the will of the people for the building of Hydro radials and the utmost co-operation with Sir Adam Beck, a determined effort to get the railway viaduct on the waterfront built, the utmost endeavor to hold the tax rate down to 33 mills and effect a reduction if possible, appointment of a commission to carry out street extensions and widenings without cost to the city, and commencement of work on as many deferred improvements as the finances of the city will permit.

## CONTROLLER THOMAS FOSTER

Born, Vaughan Road, York Township, 1852.  
Son of Mr. and Mrs. J. T. Foster.  
Educated, Public schools and British-American College.  
Served in City Council eighteen years, eleven as alderman and seven as controller, including 1922.  
Married Miss Elizabeth Macauley, Toronto.  
Religion, Presbyterian.  
Politics, Conservative. Was Conservative M.P. for East York from 1917 to 1922.  
Occupation, retired.  
Activities, economical municipal government.  
Resides, 20 Victor Ave. Tel. Ger. 2292.

## CONTROLLER JOSEPH GIBBONS

Born, Wellesley Township, Waterloo County, 1864.  
Son of Michael Gibbons, farmer.  
Educated, Macton Separate School.  
Served in Council, alderman Ward 5, 1915-1916-1917-1918. Controller, 1920-1921-1922.  
Married Miss Margaret Corcoran, Haldimand County.  
Religion, Roman Catholic.  
Politics, Independent.  
Occupation, Business Agent, Toronto Street Railway Employee's Union since 1912. Telephone, office M. 4727; residence, Kenwood 4494.  
Was one of labor's representatives on Workmen's Compensation Board, Unemployment Commission, Ontario Housing Commission and War Trade Board.  
Member of the Independent Labor Party.

## CONTROLLER RUSSELL NESBITT

Born Township of Cartwright, Durham County, November 1, 1884.  
Son of George M. Nesbitt.  
Educated, Wellesley School, Jarvis Collegiate, Trinity University and Osgoode Hall.  
Served in Council five years as alderman for Ward 4.  
Elected to Board of Control on January 1, 1921-1922.  
Married Miss Sadie Harrison Brown, July 4, 1914.  
Religion, Anglican.  
Politics, Conservative.  
Occupation, Barrister-at-law. Telephones, office, Crown Life Building, M. 5707; residence, 225 Hillcrest Drive, H. 0785.  
Member of Brunswick Lodge, I.O.F., Coronati Masonic Lodge, I.O.O.F., Court McCaul, C.O.F., Court Bellevue, Past Master McKinley, L.O.L., Black Knights of Ireland, Red Cross, No. 342. President Ward 4 Conservative Association, vice-president Toronto Conservative Club, Member Simcoe Club.

## CONTROLLER WILLIAM WESLEY HILTZ

Born, Erin Township, Wellington County, 1872.  
Son of Edward Hiltz.  
Educated, Wellington public schools, Georgetown and Milton High Schools and Hamilton Normal College.  
Served in Council six years as alderman for Ward 1.  
Elected to Board of Control on January 1, 1921-1922.  
Married Miss Annie Laidlaw, 1899.  
Religion, Methodist.  
Politics, Conservative.  
Occupation, Builder. Residence, 682 Broadview, G. 0137  
Office: Ger. 9199.  
Member of Canadian Club and of Masonic, L.O.L. and Oddfellows Lodges.



# TORONTO BOARD OF CONTROL

1922



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Thomas Foster



Mayor  
Charles Alfred Maguire



Controller  
Joseph Gibbons



Controller  
William Wesley Hiltz



Controller  
Russell Nesbitt



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## Deputy Chiefs and their Appointments



DEPUTY CHIEF GEO SINCLAIR

Appointed April 26, 1895.

Promoted to rank of Lieutenant,  
Jan. 1, 1906.

Promoted to rank of Captain,  
Jan. 1, 1910.

Promoted to rank of Dist. Chief  
June 18, 1914.

Promoted to rank of Assistant  
Deputy, Jan. 15, 1919.

Promoted to rank of Deputy  
Chief May 1, 1919.



DEPUTY CHIEF DUNCAN McLEAN

Appointed July 22, 1895.

Promoted to rank of Lieutenant  
Jan. 1, 1906.

Promoted to rank of Captain,  
Oct. 1, 1910.

Promoted to rank of Dist. Chief,  
Jan. 17, 1916.

Promoted to rank of Deputy  
Chief, May 1, 1919.



## District Chiefs—No. 1 Shift

- |  |   |
|--|---|
| <p>1. DISTRICT CHIEF J. WM. FOX, Fire Station No. 14, at Ossington near Bloor.<br/>Appointed Nov. 16, 1896.<br/>Promoted to rank of Lieut. Oct. 1, 1910.<br/>Promoted to rank of Capt. Jan. 7, 1913.<br/>Promoted to rank of District Chief Jan. 15, 1919.</p>   | <p>4. DISTRICT CHIEF W. CORBETT, Fire Station No. 2, at Portland St.<br/>Appointed Feb. 1, 1897.<br/>Promoted to rank of Lieut. Sept. 6, 1906.<br/>Promoted to rank of Capt. Sept. 12, 1912.<br/>Promoted to rank of Dist. Chief Jan. 16, 1916.</p> |
| <p>2. DISTRICT CHIEF GEO. BELL, Fire Station No. 13, at Dundas St. W.<br/>Appointed April 26, 1895.<br/>Promoted to rank of Lieut. Jan. 4, 1906.<br/>Promoted to rank of Capt. June 16, 1911.<br/>Promoted to rank of Dist. Chief Jan. 15, 1919.</p>   | <p>5. DISTRICT CHIEF THOS. TATE, Fire Station No. 12, at Bolton Ave.<br/>Appointed Nov. 16, 1896.<br/>Promoted to rank of Lieut. Oct. 10, 1910.<br/>Promoted to rank of Capt. Jan. 17, 1914.<br/>Promoted to rank of Dist. Chief Jan. 14, 1919.</p> |
| <p>3. DISTRICT CHIEF THOS. JONES, Fire Station No. 10, at Yorkville Ave.<br/>Appointed Oct. 5, 1884.<br/>Promoted to rank of Capt. Jan. 1, 1906.<br/>Promoted to rank of Dist. Chief Oct. 25, 1914.<br/>One year spent in Court St. Station.<br/>29 years spent in Yonge St. Station.<br/>7 years spent in Yorkville Ave. Station.</p> | <p>6. DISTRICT CHIEF JACK SEE, Fire Station No. 4, at Berkeley St.<br/>Appointed Nov. 14, 1898.<br/>Promoted to rank of Lieut. Nov. 4, 1911.<br/>Promoted to rank of Capt. June 18, 1914.<br/>Promoted to rank of Dist. Chief Jan. 20, 1921.</p>    |
7. DISTRICT CHIEF E. KEARNS, Fire Station No. 9, at Ossington Ave., near Queen.  
Appointed Jan. 10, 1898.  
Promoted to rank of Lieut. Nov. 4, 1911.  
Promoted to rank of Capt. Jan. 24, 1916.  
Promoted to rank of Dist. Chief Jan. 20, 1921.

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## District Chiefs—No. 1 Shift





## District Chiefs—No. 2 Shift

- |   |   |
|---|---|
| <p>1. DISTRICT CHIEF ALEX. GUNN, Fire Station No. 10, at Yorkville Ave.<br/>Appointed June 1, 1891.<br/>Promoted to rank of Capt. Jan. 1, 1906.<br/>Promoted to rank of Dist. Chief June 14, 1914.</p> <p>2. DISTRICT CHIEF W. DAVIDSON, Fire Station No. 2, at Portland St.<br/>Appointed July 1, 1888.<br/>Promoted to rank of Lieut. Dec. 28, 1905.<br/>Promoted to rank of Capt. May 15, 1909.<br/>Promoted to rank of Dist. Chief May 1, 1919.</p> <p>3. DISTRICT CHIEF F. MILLIGAN, Fire Station No. 14, at Ossington Ave., near Bloor.<br/>Appointed Jan. 10, 1898.<br/>Promoted to rank of Lieut. Oct. 26, 1911.<br/>Promoted to rank of Capt. July 1, 1914.<br/>Promoted to rank of Dist. Chief Jan. 15, 1919.</p> | <p>4. DISTRICT CHIEF CHAS. DUNN, Fire Station No. 13, at Dundas St. West. <i>Appointed Nov. 25, 1895</i><br/>Promoted to rank of Lieut. Jan. 1, 1906.<br/>Promoted to rank of Capt. Oct. 1, 1910.<br/>Promoted to rank of Dist. Chief Jan. 16, 1916.</p> <p>5. DISTRICT CHIEF JOHN McQUEEN, Fire Station No. 19, at Perth Ave.<br/>Appointed April 26, 1895.<br/>Promoted to rank of Lieut. Sept. 7, 1912.<br/>Promoted to rank of Capt. Jan. 15, 1919.<br/>Promoted to rank of Dist. Chief Jan. 20, 1921.</p> <p>6. DISTRICT CHIEF CHAS. FOX, Fire Station No. 3, at Yonge St.<br/>Appointed Feb. 16, 1896.<br/>Promoted to rank of Lieut. Jan. 4, 1906.<br/>Promoted to rank of Capt. Nov. 11, 1911.<br/>Promoted to rank of Dist. Chief Jan. 20, 1921.</p> |
|---|---|
8. DISTRICT CHIEF O. POOLE, Fire Station No. 12, at Bolton Ave.  
Appointed Jan. 6, 1898.  
Promoted to rank of Lieut. May 19, 1909.  
Promoted to rank of Capt. Jan. 7, 1914.  
Promoted to rank of Dist. Chief Jan. 15, 1919.

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## District Chiefs—No. 2 Shift





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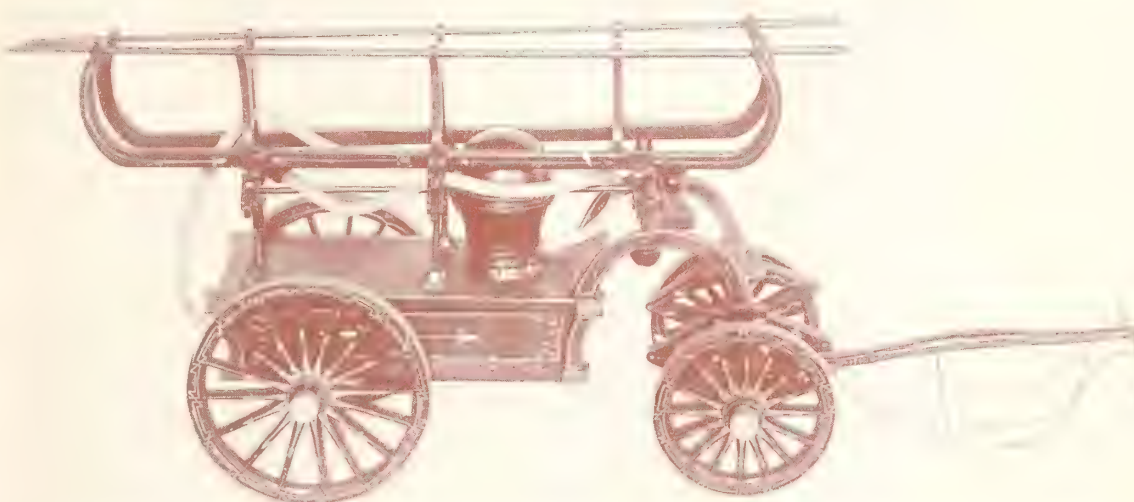


## History Toronto Fire Department



THE first record we have of any fire protection given Toronto, then known as the Village of York, was in the year 1820. A law was passed that every householder should keep two leather buckets hanging in a conspicuous place in front of his house. On an alarm, which was sounded by shouting and ringing the bell of St. James' Church, then the only bell in the city, a double row of citizens was formed from the burning building to the Bay, or to the nearest cistern, and along one line were passed the buckets full of water, and down the other the empty buckets. Conditions were such that all methods of extinguishing fires were crude and inefficient.

In the year 1826, the first Volunteer Fire Department was organized and consisted of the most respectable merchants and tradesmen of the town. Mr. Carfrae, Jr., by whom the company was first formed, was elected first captain, and was re-elected every year during the six years he remained in the company. He was succeeded by William Musson. The first Fire Engine, called the "York," was placed in a two-storey brick building on the West side of Church Street, between Court and Adelaide Streets.



FOLDING BREAK PIANO ENGINE

It was a goose neck, hand machine, so called from the pump part of the engine projecting above the deck. The pipe came up through this with a turn at the top to which the hose was attached. The engine was manned by sixteen men, eight on each side at the brakes or side bars by which the pumping was done. These engines threw only a  $\frac{5}{8}$  or  $\frac{3}{4}$  stream about 140 feet.

The bucket brigade then passed out of existence, water being conveyed to the engine in large barrels filled at the Bay and carried to the scene of the fire, a premium being paid to the carter first arriving with a supply of water. The rivalry amongst the city carters was always keen, and many an exciting race was witnessed as the men drove their horses at a furious pace to win the prize. Oftentimes the barrel on the first cart would be less than half filled, the jolting over the rough roads having caused a considerable spilling. This mode of supply was in force in 1834, when Toronto was incorporated.

The first hook and ladder company was formed in April, 1831. It had sixty members. Its officers were Thomas Emery, Captain; Michael P. Emery, 1st Lieutenant; Archibald McLellan, 2nd Lieutenant; Treasurer, Wm. Ketchum; Secretary, Charles Hunt. It was called "Phoenix



No. 1." Money was raised for an engine, and was called "No. 2, Toronto," a goose neck, which was sold, and a piano pattern bought by William Marks, of Temperance Street, the name was changed to "Rescue." All the Engines in Toronto from 1831 had hand drawn reels, with from 500 to 750 feet of ladder hose, rubber was unknown at that time. In 1861, when the hand brake engines were discarded, this company resigned, and the engine was sold to a country town. This Engine Company had a Boys' Hose Company attached to it, in 1857-8, with George McConkey as Captain, and J. Ross Robertson as 1st Lieutenant.

In 1833, the Department had two excellent Fire Engines as Fire Engines went in those days, and about 750 feet of hose. The officers then were Wm. Musson, Captain; David Paterson, 1st Lieutenant; John Armstrong, 2nd Lieutenant; Thomas Platt, Treasurer, and Alex. Hamilton, Secretary.

Every fireman during his continuance in actual duty was exempt from militia duty, and in times of peace, from serving as a juryman or a constable, and from all other parish and town offices.

Following these pioneer engines came No. 3, a gift from the British American Life & Fire Assurance Co. She was known as the "British America," and was built at Montreal. It was housed at the South-east corner of Bay and Temperance Streets, which was built in 1839. At the North corner was a shed for the hose carriage, and next South a one-storey building where the engine stood. It was presented 27 years ago to the York Pioneers at the National Exhibition as an exhibit.

The "fore and aft" engines were more powerful than the goose neck or piano engines, as they could be worked by a larger force. The full crew of a "fore and aft" was from 12 to 15 men at each brake. A full crew for a piano was only 8 at each brake.

The following persons convened at the engine house and volunteered their services to man this new engine:—David Paterson, Alexander Hamilton, Richard Woodsworth, Alexander Rennie, George Harbron, John Adamson, Joseph Dixon, John Miller, Thomas Mills, William Duncan, Charles Graham, Richard Northcote, John Bell, David Henderson, Francis McMahon, Edward Robson, James Ferguson, Isaac Robinson, Robert Barnes and John McKenzie, David Paterson being called to the chair, and Alexander Henderson appointed secretary.

On April 12th, 1834, the first Fire and Water Committee was appointed, and consisted of Ald. Carfrae and Lesslie and Councilman Doel. Up to that time, the ordinary expenses of the Fire Department had cost the City of Toronto £17 35s. 5½d. The appliances at the time consisted of 2 fire engines, hose reels and one hook and ladder truck. The citizens had subscribed liberally for the purchase of a fire alarm bell. Wm. Musson, Robert Emery, Malcolm McLennan, John Armstrong and David Paterson, were appointed to expend the sum of £75 for this bell.

The second hook and ladder company was formed in 1835, when a sum of £55 was voted in Council to purchase uniforms for the members.

In 1837 a considerable amount of repairing was done to the fire engines and other apparatus by the orders of the captains, and the bills sent in to the Committee on Finance and Assessment, who sent them in to the Council, recommending them to be paid, and at the same time protesting against the expenditure of so much money without special permission from the Committee on Fire, Water, etc. The Council upheld the committee in their report. The sums which had been spent amounted to £32 18s. 10d.

In March, 1838, the various fire companies were entirely reorganized by order of the Council, and all men who wished to become or to continue firemen had to report themselves to the Clerk of the Council before they were considered eligible; also to say to which fire engine or fire company they wished to belong.

In October, 1838, there was a good deal of excitement among the different fire companies as to whether the office of chief engineer of the department was necessary or not, and petitions were sent to Council, two against the appointment and one in favor of it. The petitions were referred to the Committee on Fire and Water, who thought that not only was the office of chief engineer necessary, but that to make the companies thoroughly efficient it would be well to have an assistant engineer, and recommending Mr. Robert Beard, captain of the hook and ladder company, for the position. This was adopted by the Council, and carried out. At the same time a new fire company was organized to take charge of the No. 2 engine, and the old company disbanded.



In August, 1839, on the occasion of a big fire, the fire companies more than usually distinguished themselves, and the 32nd Regiment turned out and helped to extinguish the flames. The Council passed a resolution of thanks, both to the companies and the regiment, for their valuable services on that occasion.

In May, 1841, the chief engineer, Thomas D. Harris, resigned his position in the department, and the Council passed the following resolution: "That the thanks of this Council are justly due to Thomas D. Harris, Esq., late chief engineer of the Toronto Fire Department, for his valuable services as a most important officer of this Council, and that his Worship the Mayor be requested to communicate these sentiments of the Council upon his retirement from the office of chief engineer."

He was succeeded by Mr. Robert Beard. In the same month the resignation of Mr. R. Woodsworth, assistant engineer of the fire department, was received and accepted, and Mr. Joseph Wilson was appointed first assistant engineer, and Mr. William Atkinson second assistant engineer of the Toronto Fire Department.

In the autumn of 1841 the Bay Street fire hall was built on the site which it now occupies. For this purpose the Council voted a sum of £200. The accommodation up to that time had been very bad, and the members of the brigade had petitioned the Council several times to give them a better place for keeping their apparatus. During the year 1842 the first signs of the real organization of the fire department began to appear.

The next fire company—No. 4—known as "Victoria," were organized in 1842. Thomas Mara was their first captain. Their first engine was a goose neck, and their second a piano machine, built in Temperance Street by William Marks. She was larger, yet in style much the same as engine No. 2. This company had its first hall in old St. Patrick's market, the entrance being at the east side of the building. It was located here for years, but in the fifties the engine was housed in a building on the south side of Queen Street, about seventy-five feet from the corner of John Street. The present hall forms part of this building.

In June, 1845, the Firemen's Benefit Society was organized, and the members of the City Council were asked by petition from the chief engineer of the Fire Department, to become the patrons of the scheme, which they agreed to, at the same time thanking the department, through the chief engineer, for their laudable suggestions for the improvement of the Fire Department. The sum of £50 was also appropriated out of the funds of the city as a donation towards the funds of the newly-formed society. The main objects sought were the providing for firemen who might be disabled at fires, or, in the event of death, for their widows and children.

In 1846 the Fire Department of Toronto consisted of the following officers, companies and halls: Chief engineer, Robert Beard; assistant engineers, Joseph Wilson and Thomas Miles.

Fine Engine Company No. 1, "York," Henry Welsh, captain; station Fireman's Hall, Church Street.

Fire Engine Company No. 2, "Rescue," William Reynolds, captain; station, Fireman's Hall, Church Street.

Fire Engine No. 3, "British America," David Paterson, captain; station, Fireman's Hall, Bay Street.

Fire Engine No. 4, "Victoria"; A. De Grassi, captain; station, St. Patrick's Market.

Hook and Ladder Company No. 1, "Toronto"; H. Piper, captain; station, Fireman's Hall, Church Street.

Hook and Ladder Company No. 2, "Hercules"; J. Armstrong, captain; station, Fireman's Hall, Bay Street.

In December, 1846, Chief Engineer Beard of the Fire Department sent in his resignation, which, after being referred to a select committee, was accepted. At the next meeting of the Council the first and second engineers sent in their resignations, which were also accepted. Mr. James Armstrong was the next chief engineer, but it was not till March, 1847, that Mr. A. De Grassi and Mr. Hiram Piper were appointed as first and second assistant engineers of the department.

A by-law was passed in September, 1847, which provided for the issue of debentures for the sum of £1,000 for the use of the Fire Department. This is the first really large appropriation for the use of that department that there is any record of, and, to judge from the number of times it had been asked for, it was very badly needed.



The officers selected by the Council for 1848 were: Mr. Robert Beard, chief engineer; Mr. Thomas Mills, first assistant engineer, and Mr. Edwin Butt, second assistant engineer.

In May, 1849, the chief engineer, and the assistant engineers of the fire department, as well as some of the fire companies, sent in their resignations to the Council, and this led to an entire reorganization of the brigade being resolved upon and carried into effect shortly afterwards. A tax of threepence in the pound was levied to provide funds for the maintenance of a thoroughly efficient and well equipped fire brigade. Late in the same year Mr. Thomas French and twenty-three other members of the old fire brigade; Mr. Jos. Beard and twenty-five others; Mr. James Ashfield and thirty-five others, applied in a body to the Council for permission to become part of the re-organized brigade, which was granted them. The officers chosen for the fire brigade in 1850 were: Mr. Robert Beard, chief engineer; Mr. Edwin Butt, first assistant engineer, and Mr. William Reynolds, second assistant engineer.

In the latter part of 1849 a Hose Co. called Niagara No. 1, was engaged and stationed in the north division of Bay St. Hall, south-east corner of Bay and Temperance Sts. It was disbanded when steam fire engines were introduced, and hose sections of the Brigade formed. For years it was known as Jackson Hose Company, from the name of Captain James Jackson, a china merchant on King St. West.

In 1850 the fire companies of Toronto and their officers were:—

Chief engineer, Robert Beard; first assistant, Edmund Bell; second assistant, William Reynolds; fire warden, James Armstrong.

Fire Engine Company No. 1, "York"—Captain, S. Garside; first lieutenant, John Iredale; secretary, James Davis; treasurer, James Paterson.

Fire Engine Company No. 2, "Toronto"—Captain, A. Ardagh; first lieutenant, W. Martin; second lieutenant, —. Carruthers; secretary, John Ruddy; treasurer, James Evans.

Fire Engine Company No. 3, "British America"—Captain H. Sproatt; first lieutenant, C. Rowell; second lieutenant, George Piercy; secretary, John Doel; treasurer, Charles Walker.

Fire Engine Company No. 4, "Victoria"—Captain, Francis French; first lieutenant, Job Baker; second lieutenant, James Beatty; treasurer, G. Simpson.

Hook and Ladder Company No. 1, "Toronto"—Captain, Jos. Bird; first lieutenant, Robert Kirk; second lieutenant, F. Milligan; secretary, John Wallace; treasurer, S. McLean.

Hook and Ladder Company No. 2, "Hercules"—Captain, William Hil; first lieutenant, John Johnson; second lieutenant, Thomas Graham; secretary, Hugh Close; treasurer, W. Lownsborough.

Hose Company No. 1, "Niagara"—Captain, William Stephens; first lieutenant, James Addison; second lieutenant, Robert Lewis; secretary, John Reid; treasurer, W. Morrison.

On the 28th January, 1850, an act was passed to provide for the erection of party walls, and to prevent the erection of buildings dangerous in promoting fires within certain limits.

As Mr. Ashfield's connection with the fire brigade of Toronto is a part of the history of that brigade for exactly half a century, it will be of interest to give a brief outline of it.

In May, 1839, Mr. Ashfield was admitted a member of the Toronto Fire Brigade, which at the time consisted of five companies of from thirty to forty members each, all volunteers, who received no remuneration for their services. In 1846 he was elected captain of his company, and in May, 1851, while absent from the annual meeting of the officers of the brigade, having previously declined being a candidate, he was elected to the office of chief engineer of the brigade, and in accordance with that election he was appointed to that office by the City Council. The following is a copy of his appointment by the City Council in 1851, on the recommendation of the fire brigade:

Clerk's Office, Toronto, May 16, 1851:

Sir:—I have the honor to acquaint you that the Common Council of the City of Toronto have, in pursuance of the recommendation of the fire brigade, by a resolution adopted on the 15th inst., appointed you Chief Engineer of the Toronto Fire Brigade.

I have the honor to be, sir, your very obedient servant,

CHARLES DALY.



John Carr was appointed first assistant engineer, and Mr. Noah R. Leonard second assistant engineer of the brigade at the same time.

The Council of 1852 retained Mr. Ashfield as chief of the fire brigade, and appointed Mr. William Fleming first assistant engineer, and Samuel McLean second assistant engineer of the Toronto Fire Brigade.

Mr. Arthur Ardagh was appointed second assistant engineer of the fire brigade in 1853. The chief engineer was not changed.

About 1853 a piano engine was obtained for No. 2 and named the Rescue. The "piano" was so called because it somewhat resembled the box of a piano, with two bars or brakes at the sides. The "fore and aft" machine, of which, at a later period, there were specimens in town, differed from the "piano," in that the brakes were at the end instead of the sides. Like No. 2 Company, No. 1 at first had a "goose neck" machine.



JAMES ASHFIELD

Appointed Chief Volunteer Fire Brigade, 1851, resigned 1885.

No. 1 Company was located in a brick building on Court Street, erected in 1846, the upper portion of which was devoted to the Mechanics' Institute with its library, and a hall for public meetings. The lower portion was divided into three halls, one to the west for No. 1 Company, the centre hall for No. 2, and the eastern hall for the hook and ladder company. No. 2 Company occupied the Court Street hall up to about 1859-60. It is now known as a Police Court Building and is occupied as a Police Station, Ambulance and Patrol Station.

"Somehow this company (No. 2) were unable to find a love-spot in the chief engineer's heart, and whilst other companies had only to ask and their wants were supplied, No. 2 never got even a hearing. In this state of affairs we had a friend, Mr. Frank Howard, the manager of the Royal Insurance Company, who ever stood by the boys of No. 2. For some years the city paid prize money, as also the admission fee, \$5, and the profits of excursions to Rochester and Buffalo were husbanded. In 1859 an order was given to Cowan & Son, engine builders, of Seneca Falls, N.Y., for a first-class folding breaking piano machine to throw three streams, a reel and 500 feet of hose. In due time the machine was built, and in her construction the Cowans



had elaborated, as it was their first in this market, and they were desirous of getting more orders. A house was secured on the east side of Yonge, directly opposite Elm Street. Double doors were put in, wash rooms, boot-rooms, bunks for twelve men and a neatly furnished reading-room were fitted up. This latter was a popular resort for many of our friends who resided in that then rural part of Toronto. Here such men as "Yorkshire" Smith, and men of that ilk, would spend a social hour reading, smoking and enjoying a game of draughts, backgammon and whist.

Somewhere about the year 1853 the Provincial Insurance Company, which had its offices on Toronto Street, at the north-east corner of Court Street, bought from Perry, of Montreal, an engine known as Montreal "fore and aft" tub, and ranking in the first class, and presented it to the city for the use of the fire department. This engine was one exhibited by the manufacturers at the Great Exhibition in London, and to have been sent directly from it. At this time there were two hook and ladder companies in the department. Mr. Ashfield, who was chief of the fire department at that time, found that there was a good deal of strife between them, and in consequence disbanded Hercules Hook and Ladder Company No. 2, which had rooms at the corner of Bay and Temperance Streets, and placed the Montreal engine in their hands, changing the organization from a hook and ladder company to a fire engine company. When the hand brake engines went out of use this engine was returned to the Insurance Co. As there were five fire engine companies in existence previously, this made No. 6, but it was better known as the "Provincial," because it was a pet of the insurance company of that name. William Fox was captain of the company. In the same building with it was located the Jackson Hose Company. This company was organized by William Henning, but somehow the name of Jackson was given to it in honor of James Jackson, who at a later period was captain. The company in the old days was a very useful and highly respectable body.

Finally, as the years rolled on and the city expanded, it was found necessary to go in for powerful water works, and the "steamer" was introduced.

The officers for 1854 were: Mr. James Ashfield, chief engineer; Mr. Arthur Ardagh, first assistant engineer, and Mr. William Charlton, second assistant engineer. These same officers held their respective posts in 1855 and 1856.

In 1855, on the resignation of the members of the fire brigade, that body was entirely re-organized, and consisted of six engine companies, one hook and ladder company, and one hose company, with officers as follows:

No. 1 Engine, Phoenix Company—Mr. John Iredale, captain; Mr. Thomas Humphries, lieutenant; Mr. George Summers, secretary. 29 men, stationed at Court Street.

No. 2 Engine, Rescue Company—Mr. James Smith, captain; Mr. William Brotherton, lieutenant; Mr. Theodore Lee, secretary. 29 men, stationed at Court Street.

No. 3 Engine, British America Company—Mr. John Segsworth, captain; Mr. Robert Carmichel, lieutenant; Mr. John Foggin, secretary. 30 men, stationed at Bay Street.

No. 4 Engine, Victoria Company—Mr. George Beatty, captain; Mr. Robert Richmond, lieutenant; Mr. William Dill, secretary. 17 men, stationed at old St. Patrick's Market.

No. 5 Engine Company (Deluge)—Mr. Loftus Trueman, captain; Mr. George Patterson, lieutenant; Mr. Thomas Jewell, secretary. 24 men, stationed at Berkeley Street.

No. 6 Engine, Provincial Company—Mr. W. W. Fox, captain; Mr. John Carkeek, lieutenant; Mr. James Richey, secretary. 35 men, stationed at Bay Street.

Hook and Ladder Company, Union Company—Mr. Richard Ardagh, captain; Mr. Charles Beatty, lieutenant; Mr. Samuel McLean, secretary. 23 men, stationed at Court Street.

Hose Company—Mr. W. C. Morrison, captain; Mr. William Burns, lieutenant; Mr. C. E. Holliwell, secretary. 45 men, stationed at Bay Street.

The first captain of No. 5 Company was Mr. John Kidd. John and Charles Small and Samuel Parker were among the first members. Their first hall was in a lane near the south-west corner of Berkeley and Duke Streets. It stands to-day as it did sixty-eight years ago. Their first engine, called the Deluge, was a second-hand piano pattern, purchased from one of the older companies. Afterwards they procured an Amoskeag, which, for a hand machine, was a most serviceable one. The engine was some years later housed in a building on the south-west corner of Duke and Berkeley Streets.

The salary of the chief engineer of the fire brigade was fixed at £250 per annum by the Council of 1857.



In the latter part of 1857 an independent engine company was organized on account of the prevalence of incendiary fires, with Robert Hunter as captain. This company, with old No. 4 engine and a hose reel, were temporarily stationed in a hall on the west side of Elizabeth Street, south of Agnes Street. In the following year the company disbanded, and the hall, along with the bell tower, were removed to the east side of Elizabeth Street, but north of Agnes Street. There veteran Bob Hill was in charge, his principal duty being to ring an alarm on the bell in case of fire. The engine was transferred to Bay Street hall.

In May, 1858, in consequence of the very large number of fires which had occurred, the Mayor called a special meeting of the Council to consider the best means of protecting the property of the citizens against fire. It was resolved to organize a volunteer patrol throughout the city, and also to offer a reward of \$1,500 for the apprehension and conviction of any person who should be guilty of setting fire to any premises.

The officers for 1858 were the same as in the previous year.

A bad habit among the members of the fire brigade then (1858) was the running of engines and reels on the sidewalks whilst going to and return from fires. This resulted early in the year, in the death of Terence Meehan, fireman, of No. 3 Co., by one of the engines running over him, and steps were thereupon immediately taken to put a stop to the practice. For this purpose a penalty of £5 was to be imposed upon any company which should proceed at a faster rate than a walk while returning from fires with their apparatus, the amount of the fine to be deducted from their pay.

In 1859 the fire department consisted of eight companies, the same as in 1856, numbering 263 men, stationed and officered as follows:

The captains were: John Iredale, No. 1 engine, Yonge Street; Alexander Jacques, No. 2 engine, King Street; Frederick Rattray, No. 3 engine, Yonge Street; Edward Street, No. 4 engine, Queen Street; Samuel Parker, No. 5 engine, Ontario Street; George Fox, No. 6 engine, Queen Street; James Bennett, hook and ladder company, Colborne Street; James Jackson, Toronto Hose Company, King Street.

In 1859 a new fire hall was erected on the west side of Berkeley Street, south of Duke Street.

Early in 1860 a by-law was passed which provided for the organization of two hose companies, of 20 men each, instead of having, as formerly, only one company, consisting of 40 men. This by-law was introduced, as the committee reports, "for the better management of the fire brigade, and to repress as much as possible the long continued practice of running the engines, etc., on the sidewalks when going to fires." The by-law was carried into effect on October 1st, 1860, and the new company was stationed at the old fire hall on Court Street.

The captains of No. 1 were: James Walsh, S. Garside, James Iredale and William Charlton, after assistant engineer. The captains of No. 2 were: W. Musson, Franklin Jacques, Edwin Bell, William Reynolds, Richard Couch, Thomas Griffith, James Smith, Edward Lee, Alexander Jacques. Among the men were W. Brotherston, John Davies, Duncan Forbes, Peter Campion, John Esmonde, Richard Couch, Thomas Griffith, James Foster, William Jacques, Thomas Farragher, James Esmonde, A. Gemmel, Joseph Beck, Richard Medcalfe, Edward King, John Ford, Thomas McIlroy, John R. Esmonde, William Forbes, Thomas McConkey, Thomas McMullen, John Pearcey, Alexander Pearcey, Robert Hill, Joseph Gibson, William Spottiswood, James Spottiswoode, George Spottiswoode, John Boyde, John Irwin, William Smith, Thomas Smith, Harry Smith, Thomas Harris, Thomas Wingfield. John Sharpe, George McConkey, Richard Wolff, John Allen, James Sommers, Richard Cohen, John Nickinson, George Hill, David Ward, Burley Hudson, William Armstrong, C. H. Rogers, Denman Thompson and F. M. Farrell.

A by-law was passed on April 29th, 1861, providing for the organization of a volunteer fire brigade, consisting of nine engine companies, one hook and ladder company, two hose companies, and one protective company. It was provided that, in lieu of all other allowances, each company whose services were accepted should be allowed for the maintenance of their apparatus as follows: Engine companies, \$800 each; hook and ladder companies of 30 men and over, \$800, and hose companies in proportion.

The engine company known as No. 2, under the command of Alexander Jacques, resigned on the 1st September, 1860, and their resignation was accepted.



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VOLUNTEER FIREMEN, 1855-1858

LEFT TO RIGHT—TOP ROW—W. Irwin, Joe Davis, Harry Horskin, Chief Ashfield, H. Elliott, W. Campbell.  
 BOTTOM ROW—Wm. Villiers, R. Beauchamp, R. Hunter, J. Phillips.

The system of supplying the engines with water by means of puncheons continued in vogue down to 1861. The puncheon was a large cask, capable of containing from sixty to eighty gallons of water, or about what would fill three ordinary flour barrels. One of the conditions on which the carters of those days obtained their licenses was that each man be provided with at least one puncheon. The system of rewards offered first to those carters first at fires with their puncheons was a sufficient inducement to guarantee a punctual service. To the carter who was first at the fire with his puncheon, a prize of \$4 was given, to the second man \$3, to the third man \$2, and to the fourth man \$1. All coming later received a York shilling for every puncheon brought, the same price was paid to the prize winners for every additional puncheon. As might have been expected, disputes as to the relative time of arrival were frequent, and in such cases the contesting parties went with their claims the next day to the chief engineer's office, where the question was decided. The carters were not paid in money at the time of the fire, but on the arrival of each puncheon its carrier was given a check of tin or lead which entitled him on presentation to the proper officials to a shilling for every check. These checks were round, the size of a silver half dollar, and bore on them the number of the company issuing it. Sometimes they were stamped with a fancy device like an engine. In consequence of the provision of the law, every carter had his puncheon, and some of the more wealthy ones had several puncheons, one for each of the carts. A few carters made it their business to keep puncheons filled on the carts at all times ready in the event of an alarm. Others, when the day's work was done, put their puncheons on their carts, filled in readiness for fires during the night, and it is shrewdly suspected that many a building was set on fire by the carters themselves, in the expectation or hope of obtaining one of the rewards. So keen was the rivalry that although the cartsmen started from home or from the bay with their puncheons full, yet, on account of their mad haste to get to the fire over the rough roads of the town, when they reached the engines there



scarcely would be a pailful left, all the rest having been splashed out. The alarm of fire was sounded by the person who discovered it by running to the first bell and ringing it, and the members of the company being all engaged at their customary vocations during the day, are equally scattered about the town at night, it happened that the cartment with their puncheons were usually in advance of the engines. Previous to the final disuse of the puncheons a kind of system of water-works had been laid by Mr. Furniss, as a private speculation. He had built a reservoir on the east side of Huron Street, just north of what is now St. Patrick Street. The water was pumped from the bay and distributed through a small section of the city, but the pipes were very small, the supply of water totally inadequate for the extinction of fires, and there were frequent complaints both from the fire companies and the people.

Hand engines continued in use down to 1861, and were drawn to fires by the firemen. In that year the brigade was re-organized by the members of the department still continued to practice their ordinary avocations, going to fire halls only on the alarm. Although the city had steam engines it did not at first have horses to pull them, and whenever there was a fire the nearest horses at hand were drafted into the service. The old hand engines were sold to small municipalities in the province, the last one to be disposed of being the Phoenix, which was purchased by the village of Oakville.

The Committee on Fire, Water and Gas recommended the purchase of a steam fire engine in 1858, but no steps were taken to carry out the recommendation until 1861, when two steam engines were procured from Messrs. Silsby & Co., of Seneca Falls, N.Y., for which the sum of \$6,000 was paid. The engines gave very good satisfaction on occasions of fire, although at first they caused some jealousy on the part of the other fire companies, which led to their being hindered in their work.

To the price of one of the engines different insurance companies doing business in the city subscribed \$2,000.

After these two engines became back numbers, owing to the advancement in the science of fire fighting, they were sold to a junk dealer for the sum of \$30, by whom they were broken up and thrown into the scrap-iron heap.

The cost of maintaining the fire brigade in 1861 was \$7,520, distributed as follows:

Chief engineer of brigade	\$1,000
First assistant engineer \$600, second assistant \$400	1,000
Two firemen \$640, one extra driver \$240	880
Six horses and three men.....	1,800
Six branchmen at \$100 each.....	600
Two chief branchmen at \$120 each.....	240
One hook and ladder company.....	1,500
Fuel, repairs, oil, tallow, etc. ....	500
Total .....	\$7,520

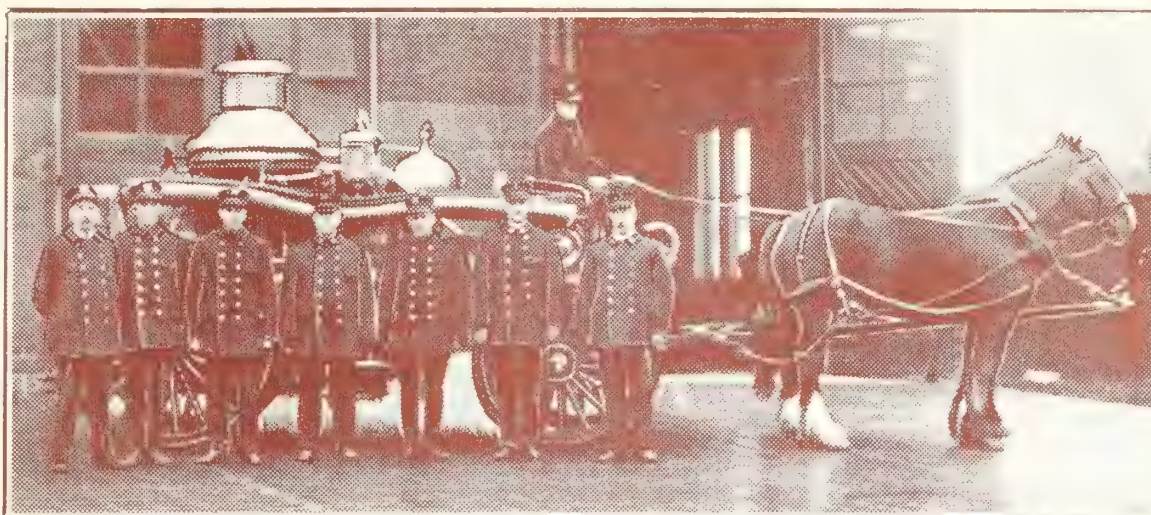
Steam fire engines having superseded the hand brake machines, the fire department in 1862 was materially altered. There were but two stations, the Bay Street fire hall at the corner of Temperance Street and the Court Street fire hall. James Ashfield, the chief engineer, had his office in the east wing of the City Hall buildings.

The force consisted of one chief engineer, one assistant engineer, 17 branchmen, 11 hook and ladder men, 1 bugler, 2 engineers of steam fire engines, 2 firemen of the same, 2 drivers of horse for the same, 2 drivers of hose carts, 1 driver of hook and ladder truck, in all 40 men, with two steam fire engines, hose carts, hose, hook and ladder apparatus and seven horses.

In 1862 the City Council passed a by-law providing for the organization of a fire department, to consist of the two steam fire engines and hose carts, with the necessary engineers and branchmen; one hook and ladder company and three hand engines, to be stationed at different parts of the city. The office of second engineer was awarded to Mr. John Whitehead, and Messrs. Thomas Kerr and Thomas Graham were appointed firemen of steam engines.

In February of the same year an appropriation of \$2,000 was made for the construction of water tanks in various populous portions of the city, for the purpose of affording an adequate supply of water for the extinguishing of fires. Twenty-eight tanks were constructed during the year, and more added from time to time.





#### OLD STEAM ENGINE

The old steam engine pump pictured above is one of the type used in the Toronto fire department since 1861. They gave way to the later modern motor combination pump, which includes a chemical and hose section as well as the pump. The picture is of the "Waterous" steamer in Brockton hall since 1910, and in charge of District Chief George Bell. It is the last engine to be put out of use. Eight others are waiting to be sold or scrapped.

Both in 1863 and 1864 the Committee on Fire, Water and Gas urged upon the Council the necessity of procuring a third fire steam engine, to be kept in reserve in case of accident to either of the other engines.

In 1866, there were 55 fires within the City limits, and of these 18 were extinguished without the aid of the steam fire engines. However, in July of that year another Silsby Engine was bought for a reserve engine in case of accident or emergency—one on Bay Street, the other on Court Street. The total equipment was three steamers, three hose carts, one hook and ladder truck, that was hauled by one horse, and 2,400 ft. of hose.

The annual appropriation for running the Department, exclusive of the salary of the Chief Engineer, was \$8,000.

The 3rd fireman killed in Toronto was Wm. Charlton, Asst. Engineer, who received injuries on July 4th, 1866 which proved fatal 6 days later. His wife received \$750 as a gratuity for the loss of her husband.

In 1869, the necessity for a fire alarm telegraph was repeatedly urged upon the Council. A tender was received from the Gamewell Co. of New York, offering to do the work for \$5,400, but no steps were taken in the matter.

In 1870, the fire alarm telegraph question was still urged upon the Council, with the result that toward the end of the year tenders were invited and the contract awarded to the Gamewell & Co., New York, at a price of \$12,000, work to be completed April 1st, 1871. Owing to some delay in getting material the system was not ready until June 14th.

The fire committee further urged the necessity of providing additional fire engines for the protection of the East end of the City. Two sites were purchased; the Berkeley Hall was enlarged and altered so as to make it a suitable station in the East End; the Bay Street Hall was enlarged and remodeled. New Halls were built on Portland Street and one on Yonge Street, between Greenville and Grosvenor. After the four new Halls were built the Committee on Fire, Water and Gas urged the Council to purchase a fourth engine in order to make the engine houses complete for the purpose for which they were intended. A Silsby Engine was purchased at a cost of \$3,500, and was named the Jas. B. Boustead, after the Chairman of the Fire, Water and Gas Committee.

The first engine and hose company combined was in No. 3 Fire Station, Yonge St., namely, the J. B. Boustead Engine and No. 3 Hose Co., named as follows:—





FIRE STATION No. 3, YONGE STREET, 1872

Chief Ashfield, Chief Ardagh, Assistant; Thos. Graham, Sam Townley, Foreman; Albert Gilbert, Robt. Hill, Archie Brown.

James Wylie, William Fox, Arthur Wilson, Alex. Auchincloss, John Auchincloss, Robert Hill, Archie Brown, Albert Gilbert, James Smedley, Sam. Townley, Thomas Graham, Driver, Wilson, Richard Ardagh, Chief. This engine was built in Seneca Falls, N.Y., in 1871 and was stationed in No. 3 Station, Yonge St., until 1877. Some years later, about 1895, this engine was re-built, and discharged in 1916.

\$3,500 was spent for hose; then the Fire Dept. was in a very high state of efficiency both as regards men and equipment. The Dept. was reorganized at the end of 1871 consisting of one chief engineer, one assistant engineer four engineers of steam engines, four firemen of steam engines, one bugler and forty men, divided into five sections of eight men each, being one section for each of the four engines, and one hook and ladder section, making altogether 51 men.

The engineers and firemen were on duty continually at their respective engine houses, but the other men only attended on occasions of fire. During the next two or three years nothing of any importance was done in connection with the fire brigade; it was very well equipped; the fire alarm system gave it opportunities which it had never had before. In 1874 twelve additional fire alarm signal boxes were put up at a cost of \$3,200.

The question of organizing a corps of paid firemen was brought up before the Council in 1874 by the Chief Engineer, who represented that it was impossible to render prompt service at fires when the men were all pursuing their ordinary avocations, and had to come from their work, probably miles distant from the business portion of the city, to attend fires.

The Council was urged by the Committee on Fire, Water and Gas to have a company of paid firemen organized who should devote all their time to the department, and to furnish them with chemical engines and other appliances so as to make them thoroughly efficient. The brigade was to consist of thirty-six men.

#### PAID FIRE DEPT. ORGANIZED 1874

The permanent fire brigade was organized this year on the basis which had been recommended by the Chief Engineer and the Committee on Fire, Water and Gas. The brigade consisted of fifty officers and men at first at an annual cost of \$39,916, which included the payment of 24 outside men, but soon the department was again re-organized, the 24 outside men were dispensed with, and the department was composed of the following: One chief engineer, two deputy chiefs, one electrician, one assistant electrician, four engineers, four firemen, seven fore-



men, and twenty-six men. The horses, with drivers, etc., were furnished by contract. This second arrangement saved the city about \$6,500 per year.

In 1875 Mr. James Ashfield, Chief Engineer, who had been a member of the brigade since 1839, was relieved from attendance on fires owing to his long service, but continued to have a general oversight over the brigade, to make all purchases, etc., etc., at a salary of \$1,000 per annum.

In 1876 the number of fire alarm boxes was ninety-seven. The department this year consisted of James Ashfield, Chief Engineer; Richard Ardagh, Assistant Engineer; five sections or companies of eight men each, one bugler, four engineers of steam fire engines, eight drivers of hose carts, one driver of hook and ladder truck—in all sixty-one men—with four steam fire engines, all in commission, hose carts, hose, hook and ladder apparatus and thirteen horses. There were four engine stations, the Bay Street fire hall at the corner of Temperance Street; the Yonge Street fire hall, at the corner of Grenville Street; the Portland Street fire hall, corner Richmond Street, and the Berkeley Street fire hall, corner of Duke Street. The hook and ladder and hose fire hall was at Court Street, and a hose fire hall was on Queen Street, west of John.



RICHARD ARDAGH

Chief Toronto Fire Department 1878-1895.

Died from injuries received at the Globe Fire, January 6th, 1895.

In 1878 Richard Ardagh was made Chief of the Brigade—the real post of responsibility. Mr. Ardagh was one of the oldest firemen in the City. He joined the Toronto Hook and Ladder Company at the age of 15. Afterwards he was captain of the Union Hook and Ladder Co. for seven years. He was first foreman when assistant engineer Wm. Charlton was killed, and succeeded to his position, which he held for 15 years.

In 1878 3 new stations were added: Wilton Avenue No. 7, No. 8 College Street, No. 9 Dundas Street, cor. Queen. The number of fire alarm signal boxes were increased to 142. The salaries were fixed by a by-law in the early part of 1879:

James Ashfield, Chief Engineer.....	\$1,000
Richard Ardagh, Chief Brigade.....	1,000
Thomas Graham, Asst. Chief Brigade.....	650
Donald Gibson, Supt. Fire Alarm.....	800
Albert Gilbert, Asst. Supt. Fire Alarm.....	600
Foreman, Each Section.....	550
Ordinary Firemen, Each.....	480

In 1880 three firemen, Thomas Doughty, Frank Forsyth and Martin Kerr, earned a testimonial from the Council for their heroism displayed at a fire in the Revere Block, on Dec. 3, when they rescued several of the inmates of the premises in a more or less burned and suffocated condition, and who would have inevitably perished but for the noble efforts of these brave men.

Early in that year the Salvage Service was discontinued, the members being transferred to the new hook and ladder section established at the Portland Street Station.

The Village of Yorkville was annexed to the City in 1883, and the Station on Yorkville Avenue was equipped with a hook and ladder and hose section.

James Davis was made Asst. Chief for the West side of the City, and John Thompson Asst. Chief for the East side. Early in 1884, a chemical engine was procured for \$2,500. This had been needed a long time by the Department, and was extremely useful in extinguishing some very bad fires. Village of Parkdale was annexed to the City in 1884.



VILLAGE OF PARKDALE'S FIRST FIRE STATION

Equipment, 1 hose reel and 4 men.

LEFT TO RIGHT—Alex. Smith, Chief Charles Toplis, Thos. Connolly.

The next year (1885), the Brock Avenue and Dundas Street Station was added. The Department then boasted of 75 men and 154 fire alarm boxes, all in excellent working order. The chemical engine was highly spoken of, with it 17 fires were extinguished without the aid of any other apparatus.

The Lombard Street Fire Hall, which was built in 1886, was styled the Central Fire Hall.

January 31, 1887, by-laws were passed to provide for the government of the Department (which are still in use) wherein the Chief was given entire control of all men assigned to duty, to purchase whatever supplies that were necessary and forward same on being properly vouched for to the Committee for payment. It also provided for one member of each section a leave-of-absence one half day and one night in each week from 1 p.m. until 8 a.m. the following morning. Absence from a fire without sufficient reason, subjected the party to dismissal. Any member neglecting to wear his uniform while on duty was dismissed. No person was appointed to the Department who was not a subject of Great Britain, or who had ever been convicted of a crime. All must know how to read and write. They shall not be less than 5 ft. 7 ins. in height and weigh 135 lbs. They shall not be more than 26 years of age, and must pass a most rigid medical examination.

In 1887 the Fire Department was increased to 81 men. There were three steam engines in use besides the chemical engine. At the end of 1888 two of the steam engines were put out of commission.





TORONTO UNIVERSITY FIRE, FEBRUARY 14th, 1890.

Loss of 33,000 volumes valued at \$100,000, total loss to University, \$363,706. Insurance \$150,000.

The First Aerial Turn Table Truck was built by the Babcock Co. of Chicago, Ill., in 1888, and was installed in Lombard St. Station in December of the same year, the main ladder being 85 feet in length, this truck was smashed by a falling wall at the Globe fire, Melinda St., on January 6th, 1895; it was again rebuilt by the same company and remained in service until May 1904, when it was made up-to-date.

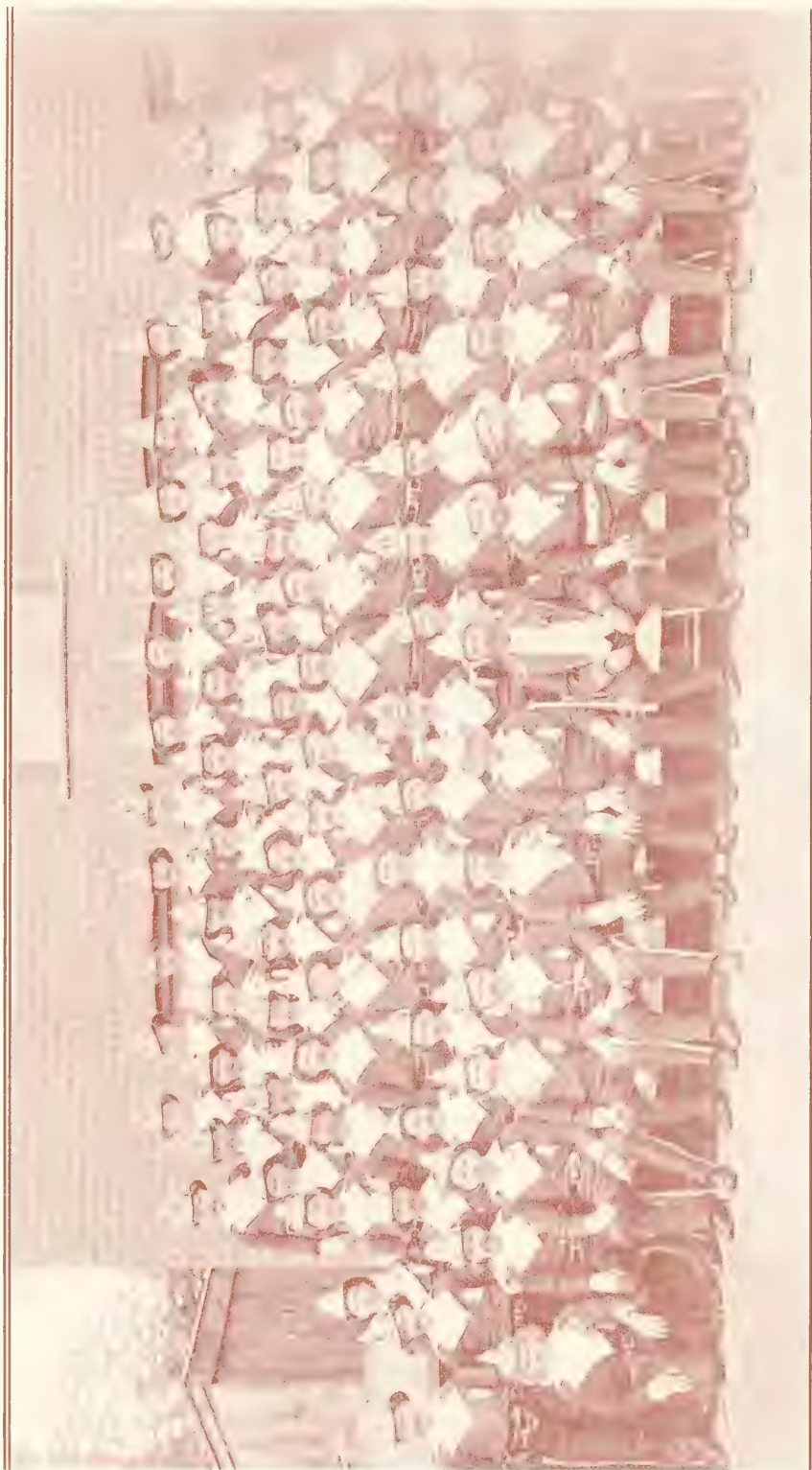
In the early part of 1889, Mr. Richard Ardagh was promoted to be Chief of the Department, an office which he had held for some years, as Mr. James Ashfield had been relieved from active duty some time before. During this year the force of men was again increased.

A new Fire Alarm System was installed in 1889. The Department now boasted 95 men. The apparatus was the same except the steam engines were out of commission.

A by-law was passed in 1890 to create and establish the Toronto Superannuation and Benefit Fund, which exists for the protection of firemen who, in the course of service, receive injury or fall a prey to disease, to insure their lives for the benefit of dependents, and to pension such of themselves as retire after long years of service. To forward this Fund the City contributed \$10,000. The members of the Brigade were taxed 2 per cent. of the gross amount of their wages. All donations and gratuities from time to time given by citizens or corporations to or for the benefit of the Fire Brigade, and the proceeds of all fines which may be imposed upon firemen are added to this fund.

At the present time the firemen pay from 7 to 9 per cent. of their pay each month toward the upkeep of this fund.

In 1890 the City purchased the horses used by the Fire Department under contract. There were 28 in number and cost the City \$4,630. A combined chemical and hose wagon was added to the Department and was stationed at the Portland Street Fire Hall. On June 15th, 1890, Mr. Jas. Ashfield, who had been Chief Engineer of the Fire Dept. for many years, and purchasing officer after retiring from active duty, died at his residence, 24 Shuter St. He first joined the volunteer brigade in 1839, was elected Captain in 1846, and Chief Engineer in 1851. The most destructive fire that year was the University, caused by the upsetting of a lamp. A combined chemical and hose wagon was added in 1892, and also stationed at Portland Street. The Department consisted of 122 officers and men and the apparatus was practically the same in 1893, although the urgent need of a steam engine was put before the Council numerous times by the Chief. There were 51 cases of incendiarism during the year.



TORONTO FIRE DEPARTMENT, 1892

READING LEFT TO RIGHT

6TH ROW - R. Bowers, R. McMillan, J. Brauman, W. Omm, T. Davis, W. Smith, R. Irwin, J. Kearns, C. Burns, T. Connolly, N. Sweetman, M. Thompson  
 5TH ROW - W. Russell, C. Dickin, J. S. Ashfield, J. Cook, M. McCartney, J. Campbell, P. Milligan, J. Donnelly, T. Corbett, T. Deacon, A. Cochrane,  
 J. Worrell, T. Graydon, J. Harris, W. Crawford  
 4TH ROW - J. Bates, W. Rogers, W. Davidson, W. Patterson, E. Pritchard, J. McCormick, T. Tate, R. Thompson, R. Foster, J. Comberford, J. Brown,  
 T. Downton, J. Fallon, A. Crawford  
 3RD ROW - W. Sleeth, J. Taylor, T. Sargent, T. G. Wilkes, D. Bailey, H. Saunders, S. McGowan, W. Reath, T. Worrell, W. W. Fox, T. Eward, G. Ford,  
 R. Scholtes, T. Jones, W. Farley, J. Forsythe  
 2ND ROW - J. Crewes, J. Creighton, A. Charlton, J. Swift, W. Lawrence, W. Brown, A. Smith, M. Kerr, T. Robinson, E. Spence, F. Forsyth, J. Robinson,  
 C. Arlugh, W. Sargent, A. Anchinloss, T. Scott, C. Adamson  
 SITTING - R. Hunter, A. Anchinloss, C. Smalley, W. Ashfield, J. Lamb, F. Smith, Deputy Chief Thos. Graham, Chief Richard Arlugh, Asst. Chief  
 John Thompson, Asst. Chief J. Davis, H. Leach, J. Smith, D. Radcliff, J. Noble



The year 1894 brought nothing new in the Department, though hardly had the New Year arrived than a series of disastrous fires occurred which destroyed warehouses and other business establishments.

The Toronto Department in a period of horse-drawn apparatus, and no Fire Engine in service in this City, depended on the domestic water system, which never exceeded 80 lbs. pressure in the down town sections, while in the higher sections of the City the Department was fortunate to get 45 lbs. This was very satisfactory while buildings up to about four stories were being built, but nothing more.

About as far back as 1890, when the late Richard Ardagh was Chief, and recognized as one of the bravest Fire Chiefs on this Continent, recommended to the City Council year after year the re-introduction of the Steam Fire Engine, but was just as regularly met with the answer that Toronto Department was so efficient that a fire could not get beyond control, so we didn't need an Engine, but, alas, this was altogether wrong, for on January 6th, 1895, a snowy Sunday



AERIAL TRUCK SMASHED AT THE GLOBE FIRE, 1895

morning, about 3 a.m., Box 21, located at the corner of King and Yonge Streets, was pulled for a fire in the Globe newspaper building at the corner of Yonge and Melinda, burning, as it was, from the basement to the attic. The domestic water service of an hour before was perfect, but now a complete failure, and no Fire Engine to be brought into requisition; no High Pressure System.

Here we must pause for a moment as we think of the brave firemen, just as willing as ever, facing the flames; yes, facing death, as they did on this occasion, led by Chief Ardagh, when suddenly there was a crash, and the entire north wall was laid on Melinda Street, almost entirely covering the Aerial Truck from Lombard Street, which had been placed alongside the building. But, sadder still, Fireman Robert Bowery, of the Lombard Street Station, was crushed beside the aerial, and died shortly after being taken to the General Hospital.

Chief Ardagh, who was inside the building on the south side, accompanied by Firemen Forsyth and Smedley, as the floors started to go down; the three of them jumped out of a south window opposite the lane, the Chief being hurt so badly that he died three weeks later; the two firemen recovered. Fireman Saunders of No. 2 Truck, Portland Street, was struck by the falling wall at the west end of the building, injuring one of his feet so badly that it had to be amputated. Fireman Foster, of Lombard Street, was also injured, but fully recovered. There were also many miraculous escapes, also a heavy property loss.

Then, on the 10th of January, four days later, and on Melinda Street, near Bay, there was the Osgoodby Office Building fire, five storeys high. On arrival the building was found to be a mass of flames. The janitor, with his wife, who was taken from her sick bed, also the nurse, were standing on the window sill of the top storey. No aerial truck, but the old type of rope life net which, was on the truck was quickly arranged directly underneath the window where the three people stood, terrorized with a dense smoke pouring out from over their heads as well as all of the windows.

With terrific urging from the crowd, including the firemen, the terrified husband was compelled to shove his wife off the window sill, which he did as gently as it was possible to do, and as her form appeared in the air and down two storeys she struck the wires, causing her body to bound towards the building and then into the net, alighting, as she did, like an expert jumper, and with a mighty cheer from the crowd she was taken out of the net and to the hospital on account of her delicate condition. The nurse followed by sliding down on a telephone wire for two storeys, then jumped into the net, none the worse for her experience. The husband came down in the same manner as the nurse, and in no case did the net ever strike the pavement when those people alighted in it. It would be impossible to describe the cheering when the last person got out of the net. Providence surely ruled on this occasion.



CHIEF THOMAS GRAHAM  
1895-1899

After the death of Chief Ardagh Thomas Graham, who was Deputy Chief, was made Chief; John Thompson, Deputy Chief; and William Villiers to be Asst. Chief.

The Council realized the responsibility of keeping the Fire Department modern, as the agitation for Fire Engines was again revived. April 24th was the big day. The first steam engine arrived and was the talk of the department. It was a Ronald, with a pumping capacity of 1,000 gallons per minute, weighing 7,600 pounds and drawn by three horses. It was placed in Richmond Street hall—then known as "The Long Shed"—to cover the downtown district. At this time Toronto's population was 167,000, and it boasted a fire department of 122 men, 15 fire halls, as many wagons, and about thirty horses. This was Toronto's protective agent. During July two more wagons were added to the apparatus, a hook and ladder truck and a 65-foot "Champion" water tower.



So delighted were the department and city with the service of the first steamer, and such an aid to the water system then in use that another one was ordered. It cut the fire loss down.

The old J. B. Boustead, which had been placed out of commission, was repaired at a cost of \$1,800, and again brought into requisition.

The Fire Brigade in 1895 was composed of 132 men. There were 36 horses, 11 single hose horse carts, and 4 2-horse hose wagons, 1 turntable aerial hook and ladder truck, 5 hook and ladder trucks, 1 double cylinder chemical engine, 1 combination double cylinder chemical fire engine, 3 steam fire engines, and a "Champion" water tower. These men and equipment were divided into 15 sections, stationed at the fifteen fire halls.

Up to this time 12 firemen had given their lives in the discharge of their duties, as follows: Wm. Thornton, Nov. 22, 1848; Frederick Lepper, 1851; Wm. Charlton, July 10, 1866; Jas. Kidd, Sept. 17, 1869; Jas. Phillips, Sept. 15, 1879; Wm. Ashfield, Oct. 5, 1880; Thos. Charters, April 14, 1881; John Davies, July 10, 1884; Albert Gilbert, July 16, 1884; Thos. Everest, April 24, 1890; Robt. Bowery, Jan. 6, 1895; Richard Ardagh, Jan. 27, 1895.

On August 1st, 1896, the second "steamer" was brought to Toronto. This one was a "Waterous" with a 600 gallon pumping capacity, and of 6,600 pounds weight. Two horses pulled it. It did duty from Yonge Street hall. Although much smaller than the previous one it gave good service.

Fearing the outbreak of more large fires, the city council passed the chief's estimates for another "steamer." An English firm by name of Merryweather received the tender. Their machine however failed to reach the standard made by the other two and the engine was returned as unsatisfactory. This failure of the steam-engine did not dampen the ardour of Chief Graham and in his yearly report he sent to the council he asked for more. He got them for the asking. Two more were placed on order. They were not received this year however.

One big blaze broke out during the year. It was the J. N. McKendry building fire, on Yonge Street. Of unknown origin, it necessitated a general alarm being turned in, and caused \$170,000 damage. It was a stubborn battle it gave the firemen. The "steamers" were used here.

While one life was lost, through a very slight blaze. Thrown from his stand on the Ronald "steamer" running from the "Long Shed," Fireman John Bertram, married but three days, was fatally injured and died soon after. This occurred on December 13th. The blaze did but \$10 damage and was on McGill Street.

So satisfactory was the service of the steam-engines used at the McKendry blaze that the two on order were asked to be delivered quickly. And on October 1st of 1897 both engines arrived. The "Waterous" delivered was the largest one bought. It proved to have a 1,100 gallons pumping capacity, and drawn by three horses, while the other was a smaller type, an Amoskeag, of 500 gallons capacity and needing but two horses.

With the purchasing of the steamers little other apparatus was bought by the department. With the trucks doing duty at this time aided by the four steam pumps the city was afforded as good a fire protection as one could wish for.

The city was left in total darkness when the Toronto Electric Light System, at the foot of Scott Street was wiped out by fire, on January 21st, which did \$66,000 damage. It was a general alarm and a dangerous blaze to battle. The two new steamers did their first fire duty at this blaze.

Over \$100,000 damage was done when the Murray Co. dry goods concern was burned out. This also proved to be a general alarm and took the firemen over two hours to quell. The Murray Company was situated at 27 King Street West at this time.

The T. Eaton Co., Ltd., Yonge Street, was the next sufferer from fire when one of unknown origin gutted their building on Yonge Street, doing approximately \$250,000 damage to the building and contents, while every available fireman in the city with every piece of apparatus battled fiercely to subdue the flames.

Overheating in the dry kiln caused a blaze in the Central Prison which did \$55,000 damage, and gave many a prisoner a chance for escape. Instead of that prisoners did heroic work and aided the firemen immensely. This was the last big fire of the year, and broke out on October 4th, 1897.



CENTRAL FIRE STATION, QUEEN'S JUBILEE, 1897.

During the following year—1898—there were little improvements or additions made on the force. There were three large fires.

The thirteenth of January the C. H. Hubbard firm, 38 Adelaide Street West were wiped out by fire, of unknown cause, and suffered \$50,000 loss.

Exactly two months later followed the Robert Currie building, 27 Front Street East, by the same method, suffering a loss of \$100,000, and a cause for the fire has never been found.

#### FIREMEN SUFFER AT HEES, APRIL 1, 1898

The firemen did not get off so easy as at the last blaze, when George H. Hees, Davenport Road, went up in fire and smoke, with a loss of \$41,000, and resulting in the death of one fireman and in the injuries of six other firemen.

Thomas Deacon was fighting the blaze when the third floor collapsed burying him in the debris which resulted in fatal injuries. The injured men were James Jones, T. Scott, Daniel



Bailey, John McCarrick, Sam McGowan and John Beatty. They were injured by falling walls and the floors caving in. The firemen took punishment enough for a year before quelling the flames.

#### GOWANS-KENT FIRE TOOK PLACE

On February 10, 1899, Box 5 at the corner of Yonge and Front Sts., was pulled at 11.05 a.m., which brought the down-town sections of the department to the scene.

On first appearance the Chief did not think it serious and ordered several pieces of apparatus back to their various stations, but before they had started the fire broke out in numerous places which resulted in a general alarm being turned in at 11.54 a.m. The temperature being at 14° below zero and a strong west wind blowing, the firemen suffered intense hardship. The aerial ladder (the only one in Canada at the time), also the water tower, was placed in action on Front St. and were used most effectively, performing a duty that was impossible with any other piece of apparatus at that date. Alex. Gunn and O. Poole, both District Chiefs now, were on the ladder directing the streams. The spray from the various streams falling upon them and freezing almost immediately. By the time the fire was under control the men resembled blocks of ice and were almost helpless from the cold. It was with great difficulty they were removed from the ladder, having stood there from 12 m. to 3 p.m. The ladder so completely covered with ice could not be properly placed in the nest when lowered for several hours after returning to the station.

The late Chief Ardagh warned the men if ever a fire took place there to keep out of the building as it was most hazardous from a fireman's point of view. This judgment proved to be correct. The origin of the fire was unknown, spreading rapidly and laying waste the manufacturing district to the extent of \$200,000. The firemen were kept continually called to the fire for two days by smouldering embers.

#### CHIEF GRAHAM RESIGNS

Chief Thomas Graham resigned in September of the year and John Thompson stepped into the vacancy in November. The strength of the force now was 175 men, while there were 63 horses in use. The total fire loss for the year was \$350,000.

#### NEW HALLS IN 1900

Two new halls were erected in the next year, at Cowan Avenue and Queen Street, and an addition to the "Long Shed" on Richmond Street. The strength was increased by ten men. There were an 85-foot aerial, a 65-foot Champion water tower, five hook and ladder wagons, a chemical engine and fourteen hose wagons with five reels.

#### McKINNON BUILDING SUFFERS

On October 23rd, 1900, the McKinnon building was again visited by fire. The second time since 1895. They suffered a loss of \$100,000. The four steamers did good work in pumping water. There were 746 alarms answered during the year, while the total loss was \$182,000.

#### NO CHANGE IN 1901

One new 75-foot aerial was bought in this year. There were no big fires to blight the year's records, and only 655 alarms were turned in.

#### 1902—A FATAL YEAR

The next year—1902—was a year long remembered in the history of the department. It proved a fatal year for six firemen, a record unbeaten, while six destructible fires broke out during the year, two of which proved fatal. The new uniforms were also issued in this year. They were blue ones.

*Continued on page 38.*



#### GOWANS-KENT DESTROYED

Note the water tower standing upright, independent of the building. The aerial ladder directly behind resting against the building.

GOWANS-KENT FIRE, 1899





JOHN THOMPSON  
Chief Fire Dept. 1899-1915

Joined the Dept. Jan. 1876; Appointed (Captain) Foreman 1877; District Chief 1883; Deputy Chief 1891; Chief from 1st November, 1899, until 15th April, 1915, when resignation was accepted.

Born in County Antrim, Ireland, and came to Toronto in 1868. Worked at the Flour and Feed business for six years previous to becoming a member of the Dept. During his term of office as Chief many improvements were carried out; the first self-raising Aerial Fire Truck in Canada was installed in Toronto; a number of Motor propelled apparatus were added to the equipment of the Department.

Chief Thompson was a strong advocate for the better housing accommodation and improved sanitary conditions for the health and comfort of the men, and succeeded in having nine new Stations erected and a number of old ones remodelled.

He was also strongly in favor of the installation of the High Pressure Water Service for the protection of the Congested District, and thinks it should be further extended. He is the Father of the Pension Fund of the Dept., having to fight an uphill battle both before and after becoming Chief to have it installed and maintained.

He took great interest in the International Association of Fire Chiefs, believing that the topics discussed and the exhibits displayed gave Chiefs a great opportunity to fit themselves for making improvements in their home Depts.

Chief Thompson was elected President of this Association at the annual meeting in 1910, held in the City of Syracuse, N.Y.

### THE FATAL McINTOSH BLAZE

On the morning of July 10th, 1902, there was the McIntosh fire, at Front and George Streets. The building extending to the Esplanade, two storeys and basement on Front Street, three storeys on the Esplanade. In a short space of time the building was in a mass of flames, when a terrific explosion occurred almost the entire building went down, killing five members of the Fire Department, namely, Dave See, Harry Clark and Adam Kerr, of No. 5 Hose Company, Lombard Street Station; Fred Russell, No. 3 Hose Company, and Walter Collard, who was in No. 3 Company for the day, having traded for the day in order to oblige a comrade, and, like all other occurrences of this kind, many men had narrow escapes.

The first intimation that anyone had of the tragedy was when the helmet of a fireman was seen sticking partly out from underneath a pile of bricks. Search was immediately made and the grim catastrophe revealed. Many men were overcome by heat and smoke while doing the heroic rescue work, yet not a man complained. Each man worked silently until he dropped, when another was on hand immediately to fill the breach.

The funeral of these brave men, which was a public one, and from St. James' Cathedral, King and Church Streets, was led by a band consisting of 325 Bandsmen, to Mount Pleasant Cemetery. It being Sunday the streets were lined solidly from the Church to the Cemetery Gate.

### NO FIRES IN 1903

Perhaps it was the knowledge of the terrible loss, or perhaps it was through being careful; whatever it was the city during the year of 1903 was not visited by any large fires, nor did any of the city's fire protectors lose their lives.

One man was taken on, while the peace of the city was left undisturbed by any ravaging blazes. The memory of the sad loss suffered the previous year was not as keen, while relatives were slowly becoming reconciled to their fate. The firemen did answer however 867 alarms, and the total loss for 1903 was \$273,000. There were 196 men on the job. Two hook and ladder wagons were purchased carrying 60-foot ladders, each drawn by two horses.

### TERRIBLE TOLL OF 1904

But if fire loss was slight in the previous year it took a terrible toll the next year, 1904. For two weeks without let up the firemen battled one blaze which razed the entire heart of Toronto's business section for blocks around, necessitating calling in outside help, which was answered gallantly. The loss for the year was over \$11,000,000, and the greatest fire ever recorded here went down in the history of the city.

April the 19th was The Day.

If ever there was a conflagration worth watching it occurred on that day.

And if ever firemen performed deeds that would cause their names to be remembered throughout the history of "The Queen City of Canada" they performed them on that Day.

### FIRE DOES \$10,000,000 DAMAGE

At eight o'clock in the evening of the day of April 19th the holocaust broke out. No fewer than 104 buildings right in the heart of Toronto's manufacturing plants and wholesale warehouses, the centre from which the business veins of the city stretched forth to the outlying and out-of-town districts, were completely destroyed; 5,000 persons were thrown out of employment, while damage which was estimated at approximately \$10,000,000 was done to the buildings and the contents.

Like a tremendous flash of lightning the blaze was first seen by the constable on duty, P.C. William J. Lannin (137), who immediately turned in the alarm as he saw a burst of flame shoot skywards from the elevator shaft of the E. & S. Currie building on Wellington Street.

### GENERAL ALARM TURNED IN

When the firemen arrived under Chief Thompson they sized the blaze up and almost immediately turned in a general alarm. The blaze commenced breaking out here and there in different buildings. The firemen were forced to spread, and so were unable to concentrate on one particular building. Had they perhaps been able to direct their full strength at one spot they might have prevented the blaze getting the headway it did.

Help was asked for from outside points; Hamilton and London responded loyally. Buffalo, being the farthest off, sent two large steam Fire Engines and thirty men.



## Men Killed or Died from Injuries Received at Fires



1—ADAM KERR, killed at McIntosh Co. fire, July 10th, 1902. 2—F. G. RUSSELL, killed at McIntosh Co. fire, July 10th, 1902. 3—DAVID SEE, killed at McIntosh Co. fire, July 10th, 1902. 4—W. H. CLARKE, killed at McIntosh Co. fire, July 10th, 1902. 5—WALTER COLLARD, killed at McIntosh Co. fire, July 10th, 1902. 6—CAPT. MOSES THOMPSON, a small chemical exploded throwing the Capt. from the roof, killing him instantly, Feb. 12th, 1890. 7—T. WORRELL, Capt. No. 4, Berkeley St., killed at Sugar Refinery, foot of Princess St., covered with 12 feet of flour. 8—O. OUGH, died from inhaling nitric acid fumes, July 20th, 1918, died July 22nd, at Aikenhead Bldg. 9—D. NOLAN, died from injuries received at a fire on Linden St., June 8th, 1902.

The work of the firemen was heroic to the extreme. Many were injured, amongst the more serious being Chief Thompson and Firemen Moses Thompson, Nicholas Sweetman, Alfred Gates, Charles Ardagh; while fully twenty other firemen were slightly cut or overcome, but continued on duty. The firemen mentioned were forced to quit and had to receive attention at the Emergency hospital.

Water pressure was not poor, but the aid of engines was delayed for a time. Beaten, but game, and taking great punishment, the firemen pitifully played every available lay of hose against the flames, which seemed to mock their best effort, as licked up by the gale they spread from building to building unchecked. By morning Bay Street south to Melinda was in ruins. Wellington Street, half way east of Yonge Street to Bay Street, was piled high with debris as far west as York Street.

Buildings on Front Street were gutted from the Queen's Hotel to the Customs House and the Esplanade from the Customs House to Lorne Street, presented a similar aspect.

From among the thousands of spectators who watched the blaze, originated the suggestion that a building be blown up to prevent the spread of destruction, which by this time was inevitable. Deputy Chief Noble sought permission of Mayor Urquhart, who was ready to use any measure to stop the spread of flames. He was willing to dynamite a whole block if necessary, to check the fire. Stanley Barracks was communicated with. Could they send a section of engineers to carry out the blasting? They could, but did not have the dynamite. Then Chief Architect Curry advised this might spread the flames more than the gale. Already the flames had leapt across sixty-foot streets, and the dynamiting of the building was not considered worthy of a trial, especially when the firemen knew nothing of such work. The project was abandoned. Soldiers, however, from the barracks did fine work in handling the crowds and assisting the firemen.

Foreman Frank Smith, who had battled the flames for hours from Bay Street to the old McMaster Building on Front Street, selected the Customs House as a point for a last stand. Almost overcome by heat and smoke, as the firemen were, it appeared as though the vantage point had been selected too late, but the firemen gamely battled on and fought the flames desperately at the Minerva Building. Help from Hamilton arrived in the nick of time and relieved Toronto crews. London was next and then Buffalo. This settled the flames from gaining further east and the next move was to stop the spread to the north.

The fire had reached the wharves to the south and boats had slipped out into the bay for safety. A stand was made at The Telegram Building. The walls of the building held good against the flames and after a fierce and heroic struggle by the firemen the flames had been checked at points with the wind. Had the fire passed these two points Toronto would have been doomed to suffer at the mercy of the elements. By 4 a.m. the following morning the fire, still burning fiercely, was under control from further spread. Flames were bursting forth as though unquenchable from the many buildings within the fire-swept area. Many walls had fallen which fortunately had not claimed a victim, and other heaps of debris were smouldering. Hundreds of feet of pavement were concealed by fallen brick and debris, while on other streets the intense heat had cracked the asphalt into great hummocks which broke up under tread of feet.

The overhead wires were cursed by both firemen and owners alike and was common gossip the next day that they must disappear. However, the same overhead system of wires remained to hamper firemen in the recent Adelaide Street fire of several weeks ago.

When The Telegram building was threatened, members of the staff, despite the fact that the plate glass windows were cracking under the heat and the woodwork of the sills was blistered, stood at each window and drenched the sides of the building with hose lines, as far as accommodation permitted.

Like the firemen, members of the editorial staff were drenched through and the water froze on their clothes, but they remained game to their task and stuck to the end.

#### FOUGHT THROUGH 14 NIGHTS

All through that night and next day the firemen fought the blaze before it was finally brought under control. For two weeks after that smouldering embers of what were once towering buildings of Toronto's business section broke out afresh and kept the firemen on the job.

When two weeks later stock of the terrible loss was taken it stood somewhat like this: The destroyed streets were Bay Street, from Melinda south to the foot; Wellington Street was piled





TORONTO FIRE, APRIL 19th, 1904

1—Bay and Wellington Sts. 2—Looking West from Yonge St. on Wellington St. 3—Looking East from York St. on Wellington St. 4—View from Union Station Tower. 5—Looking up Bay St. from Front St. 6—Looking West of Bay St. on Wellington St. 7—View of Front St. from Yonge West.

with debris from east of York Street to just west of Yonge Street; Front Street gutted from Queen's Hotel to the Customs House; while the Esplanade suffered from the Customs House to Lorne Street.

The "Old Iron Block" was entirely destroyed.

Every piece of apparatus and every fireman on the job fought the blaze. And so this date cannot help but be remembered even at the present time—in 1923—nineteen years later, when all papers write up the date as the anniversary of "Toronto's Conflagration."

Prior to this date The Hamilton Street School was burned out. This was on January 5th, when some \$20,000 damage was caused.

## SECOND GENERAL ALARM

On February 24th a second blaze broke out which required all firemen to be on the job. This was the George H. Hees Company, when some \$50,000 loss was suffered.

Eby Blain & Company, on Front Streets West, were the next fire victims. They were burned out on July 29th, when \$100,000 damage was caused and the origin of the blaze unknown.

On August 21st the fifth great blaze broke out in the Brown Brothers' building when some \$90,000 loss was caused. This was the last blaze Toronto suffered during 1904—while at the end of the year the heartfelt thanks and relief of the citizens of the city were to be heard. It was with fear that Toronto spent the remaining four months of that year 1904—a year no one will ever forget.

## TORONTO PROFITS BY LOSS

As is usually the case, it is an ill wind that blows no good, and Toronto learned its lesson through the suffering year it had. The work the steamers did was so good that it was decided that more would be purchased, and orders were accordingly given for more. During the year one more hook and ladder truck was added, it being bought in October. It was drawn by three horses. The force was increased to 208 men. The estimated loss was \$11,000,000 for the year while the number of alarms answered were fewer than the year previous, numbering 779.

There was little delay in the purchasing of the two new "steamers." On May 27th, 1905, an extra size Waterous was purchased. It pumped 1,200 gallons to the minute, weighing 9,400 pounds and being pulled by three horses. Four months after this was bought another blaze broke out which cost the life of one fireman and causing injury to another. While three months after the latest fatal blaze another Waterous steamer of the same dimensions as the previous one was delivered to the department.

## \$100,000 FIRE—CAPT. WORRELL KILLED

On September 19th, 1905, there was the Citizens Mill on the Esplanade, opposite Princess Street, stone construction, and formerly used as a sugar refinery, which took fire early on the morning of the date referred to, a few minutes after which an explosion took place, killing Captain Thomas Worrell, No. 4 Hose Company, Berkeley Street Station, and burying him under about 12 feet of flour; also injuring Capt. Robert Sargent, of No. 7 Hose Company; Fireman C. J. Fox, now District Chief; also Fireman Wm. Patterson, of the same Hose Company, who took shelter under a freight car which was in the Mill. Fox immediately caught sight of a light on the Esplanade, ordered Patterson to go for his life, which they both did, landing safely. The light turned out to be in the hands of Chief Thompson, thereby saving their lives, as more of the building collapsed in a few minutes, entirely covering the car that sheltered the two men. The men worked in relays until about 7 p.m., same day, before recovering the body of Captain Worrell.

## SEVENTH STEAM ENGINE ARRIVES

Still a seventh steamer was added to the strength of the department during 1906, while two more hook and ladder trucks were purchased and two more new fire halls built. They were placed on Queen Street, near Woodbine Avenue, and on Cowan, near Queen Street. Three large fires broke out during the year which caused the damage for the twelve months to run rather high. The engine was purchased on November 30th, a second size Waterous, with a pumping capacity of 750 gallons and pulled by two horses. It was placed in the east end fire hall on Queen Street East. The two hook and ladder wagons were bought on September and December.



### START OF THE FIRES

In a blinding snowstorm and gale, made worse by zero weather, the firemen battled a fire which broke out in the wee sma' hours of the morning of March 19th, in the William McCann Milling plant, at the foot of Jarvis Street, causing an approximate damage of some \$90,000, and throwing 75 persons out of work. The blaze broke out in one of the two storey constructs, and so strong was the wind that the fire was blown across a gap of 30 feet separating another similar construction, igniting it. The battle lasted some hours before being finally extinguished.

A second large blaze broke out in the Canadian Oil works on Strachan Avenue on September 22nd, with an approximate loss of about \$110,000. No one was injured here despite the serious nature of the combustibles within the building.



### C.N.E. INCENDIARY BLAZE, OCT. 18, 1906

The third and last conflagration—believed to be an incendiary—broke out in the Grand stand of the Canadian National Exhibition, causing damage to the value of \$150,000 and giving the police and firemen the job of trying to bring the cause of the wanton destruction to justice. They failed.

Following this blaze the new engine mentioned above was purchased. The last large fire also tended to awaken the city council to the necessity of twelve inch mains, asked for by Chief Thompson, and talk of installing these large mains went on for some months, gradually dying out without any action being taken. The department did increase in number however by twenty-two. The estimated loss for the year was placed at almost \$700,000, and the number of alarms were 854.

### ISLAND GIVEN PROTECTION

It was in this year that Fire Chief Thompson asked for protection for the Island, and accordingly a contract was made with Joseph Goodwin for the services of the "Nellie Bly," a fire tug, to do fire protection duty. This was the beginning of patrolling the Island and Bay waters.

In 1907 no advance was made by the department. Things remained unchanged but large fires kept breaking out throughout the city. Six great fires broke out, which kept the firemen busy, and caused the damage to run up. Three more men were added on during this year.

Two persons lost their lives in one blaze. An unusual coincidence is the fact that five of the six fires broke out on a Saturday afternoon.

Perhaps the greatest damage was caused by the blaze which started in the Toronto Plate Glass Company factory at 135 Victoria Street, on the Saturday afternoon of March 9th, 1907. Five fire fighters were injured at this blaze. When the floors of the building caved in causing the bricks of the walls to become loose and come hurtling down on all sides.

#### THE INJURED MEN

Captains Wm. Crawford and Smith, Lieut. "Sandy" A. Deans and Firemen Thos. Spence and Joseph Waterman were injured when struck by some of the falling bricks. None of the other men luckily were hurt. The blaze was fought for an hour and a half by all the firemen on the



TORONTO PLATE GLASS CO., MARCH 9th, 1907.

force, a general alarm having been rung in. The police and firemen were forced to make a hasty retreat, the police using their batons to force the crowd back when the walls began bulging and falling gradually. Over 100 persons were jobless while the extent of the damage was placed at \$165,000. The water pressure was very poor and much complained of. At the best the pressure was but fair.

The next blaze occurred again on the Saturday afternoon of May 4th when the Knox manufacturing plant, on Wellington Street East, was gutted, as was the Beal Brothers firm and C. Klopfer. The blaze here was fanned by a strong wind. As before the floors caved in quickly. This blaze was also a general alarm.

#### FERRY BOAT BURNED

Tuesday, August 6th, ended the career of the Ferry "Shamrock." Fire consumed the 25 year old boat when the docks at the foot of Scott Street caught fire destroying the boat sheds and the boat. The firemen ran great risks to get at the blaze. The "Nellie Bly," the fire boat, was very conspicuous by its absence.

#### STEAMER ABLAZE—TWO BURNED

On Saturday once more, September 21st, a blaze broke out which cost two lives, destroyed a steamer and did \$75,000 damage. Miss Minnie Hatch of Montreal, a young girl, and George



Kelskie, one of the boat crew lost their lives when fire consumed the steamer "Picton" in its slip at the foot of Scott Street. Kelskie was burned when he refused to run from the boat without warning a mate and an engineer down below. The fire burned but half an hour. All other passengers were rescued but many were scorched. The steamer carried a cargo of boots, shoes and dry goods and was bound for Kingston, Montreal and Brockville. The fire tug at this blaze did excellent and commendable work.

The fifth blaze—again on a Saturday—broke out in buildings on 72-74-76 and 78 Bay Street, consumed much goods and damaged the four buildings to the extent of \$103,000. There was nothing spectacular about the blaze.

#### YEAR'S LAST GENERAL ALARM

Eight buildings were gutted, while three homes were laid in ruins causing three families to go homeless on a cold, wintry night when fire broke out in the Elliott Paper Box Factory, spreading so rapidly that the firemen were unable to stop its progress for some time, throwing 200 persons out of work and causing an estimated loss of \$165,000 damage. People were forced to flee from their warm beds to the cold, snowy night. The blaze illuminated the skies for some distance around and threw many a family into a near panic. The blaze caused a general alarm to be turned in and the six steamers did excel themselves.

#### INJURED BATTLING FLAMES

The last fire of the year happened once more on a Saturday afternoon. It broke out in the George Hees, Son and Co. factory, at 52 Bay Street, and a third alarm had to be turned in. Three firemen were injured here while the damage caused was placed at \$98,000. For two hours the firemen battled the blaze before bringing it under control. The men injured were Lieuts. Wm. Davidson and C. Gordon, and Fireman Guinane. Again much complaint was heard about bad pressure.

The loss for the year ran \$1,200,000, while 1,061 alarms were answered. The strength of the department was raised to 236.

#### BETTER WATER SYSTEM

Greater progress was made in 1908 with the perfecting of a better water system, known as the High Pressure System. This was due to the number of large fires that had broken out in previous years, the complaints received by the city over poor water pressure or lack of water at great fires, and the heavy losses suffered. The system was not used however until the end of the year. A broken valve in one of the turbines when it was about ready in May, 1908, resulted in the system not being used for many months.

There were five fires of some consequence that broke out during the year, while the total loss for 1908 was \$1,100,000. Almost 1,000 alarms were answered.

#### NEW HEADQUARTERS BUILT 1909

A new headquarters was sought by the department and the fine large hall on Adelaide Street West, near York Street, was finally decided on, with an office building attached. The hall has accommodation for six pieces of apparatus.

The first large blaze broke out early in the year, January 13th, in the Rawlinson Storage Warehouse, on St. Joseph Street, consuming a new building and furniture valued at \$400,000. Many firemen were overcome by smoke and fumes, Andrew Ferguson going under while standing on the ladder rungs. The rungs alone held him. Here again the water pressure was much complained of. It took three hours to bring the blaze under control.

#### FIRE TRUCK KILLS WOMAN

The second conflagration broke out on April 21st when the G.T.R. grain elevator at the wharf at the foot of Brock Avenue was destroyed. For three hours the fire was battled while 20,000 bushels of grain was consumed. A sad incident, a result of the blaze, was the death of Mrs. Scott, of Defoe Street, when she was run down by No. 9 Hose wagon at Tecumseh and Queen Streets while they were answering the alarm. No blame was attached to the crew. The damage was placed at \$84,000.

Breaking out a second time, after the first blaze of slight damage had been extinguished, fire of mysterious origin destroyed the J. J. Zock Block, 296 Adelaide Street West, doing \$200,000 damage and throwing nearly 200 persons out of employment. The blaze occurred on May 2nd.

A general alarm had to be turned in while the firemen were given the battle of their lives to prevent the fire spreading.

Damage estimated at \$166,000 was done to the Rice Lewis & Son building, Victoria Street, by fire of unknown origin, on August 30th. This was the fourth large fire which caused the loss to run high.

The fifth and last fire originated in the H. B. Johnston Tannery, 137 Front Street, doing \$100,000 damage and injuring two firemen, Mat McCartney and Wm. Tolchard. The night watchman was also burned. This last blaze occurred on September 10th.

### HIGH PRESSURE INSTALLED

The installation of the High Pressure System was commenced in the early months of the year, but not put to use until the latter months. It proved very effective, giving a great pressure and more water than could be used at a fire. It covered an area of 300 acres, spreading over the most valuable mercantile sections of the city.

The system covered the area between the following borders: Church Street on the east to John Street on the west, while it extended from Lake Street on the south to slightly north of the City Hall. This area also has the ordinary domestic water system, with hydrants about 300 feet apart. The hydrant pressure on the domestic system in the High Pressure area ranges from 74 to 92 pounds. The standing pressure on the high pressure system when pumps are not operating is the same as the ordinary domestic system.

### HOW IT WORKS

On receipt of an alarm from any box within the high pressure area one of the high pressure pumps is immediately started and a pumping pressure of 150 pounds is maintained. Pump pressure is increased in stages of 50 pounds on receipt of code signals sent in from special street boxes and received on a specially contrived gong in the High Pressure pumping room connected to a punch register in the fire alarm signal building and pump room. By use of successive signals a maximum pump pressure of 300 pounds may be obtained.

### WATER DIRECT FROM BAY

The water supply is obtained directly from the Toronto Bay by the High Pressure pumps in the main pumping station on John Street. From a new slip which is to the south of the station, a reinforced concrete conduit, four feet wide and three feet six inches deep, supported on pillars, extends towards the station to an intersection tank, a distance of about 900 feet. The invert near the outer end of this conduit is about six feet below the lake level, but through the cube forming the face of the slip the conduit is lowered so that the inlet is about nine feet below the lake level. From the intersection tank a 36 inch diameter cast-iron pipe, about 320 feet long, extends to the suction tank at the pumping station. There is an old 48 inch steel conduit which formerly conveyed supply for domestic purposes from Hanlan's Point across the Bay to the main pumping station. This has been cut at a point a short distance away from the pumping station forming a duplicate source of supply to the High Pressure pump. This conduit extends to the suction tank, is what is known as the old centrifugal pump room, a distance of about 1,750 feet; a gate valve on the conduit near the tank is permanently closed to prevent water from the Bay entering the domestic system.

### WHERE PUMPS DRAW SUPPLY

In the basement of the High Pressure pump room a 30 inch pipe with gate valve connects the 48 inch conduit to the High Pressure suction tank, which is located in the basement under the High Pressure pump room. It is of steel construction, 42 feet long, five feet wide and 12 feet deep. Each pump draws its supply from this tank through separate 14 inch pipes.

### STEAM, TURBINE DRIVER PUMPS

The pumps are two steam, turbine driven, centrifugal units, each having a rated capacity of 5,000,000 imperial gallons per 24 hours against a head of 300 pounds. These two stage McDugall pumps are directly connected to a Westinghouse Parsons, multiple stage type, impulse steam turbine, condensing 1500 H.P.

The supply main from the pump is cast iron, 20 inches diameter and is laid east on Lake Street, from John to Bay Street, and north on Bay to Front Street, where the distribution commences, the length of the main to this point being about 4,400 feet. The 20 inch main is con-



## Men Killed or Died from Injuries Received at Fires



1—JAMES KERR, accidentally thrown from hose wagon, responding to a call, Sept. 30th, 1913. 2—JAMES WARREN JOHNSTON, accidentally thrown from motor pump, responding to alarm, May 24th, 1913. 3—ROBERT BOWERY, killed at Globe Fire, Jan. 6th, 1895. 4—J. G. BERTRAM, killed on Richmond St. by steamer, Dec. 13th, 1896. 5—THOMAS DEACON, killed at Hee's Fire, April 1st, 1898. 6—THOMAS EVERIST, killed at Yonge and Maitland Sts., April 24th, 1890. 7—ALFRED POTTER, died from effects of acid fumes inhaled at a fire, Feb. 17th, 1904. 8—ALBERT GILBERT, killed at the corner of Parliament and Sydenham Sts., July 16th, 1884.

tinued north on Bay to Queen, the total length being 6,500 feet. This main is the centre of the system. The distribution system is moderately well gridironed and consists of 12 inch and six inch mains, all of which are connected at intersections. The total length of mains is 40,770 feet. There are 290 gate valves, 12 on the 20 inch main and 69 on the 12 inch main, while the eight inch main has 64 and 146 on the eight inch connection from mains to hydrants. There are 146 hydrants, ranging from 130 to 400 feet apart.

### THREE MORE HALLS ERECTED, 1909

Three fire halls were added to the nineteen already existing, while the strength of the force was raised to 262, a jump of 28 men. The halls were placed at Keele, near Dundas Street; on Ford Street, near Connolly Street; and at Main, near Swanwick. The number of district Chiefs was raised to four, three new ones being made. This was the first move in this direction since 1895.

Of fires, 1909 had its share, having an average of one every four months. The Rudd Paper Box Company was the first fire of the year that spread to any size. The Rudd building at Scott Street and the Esplanade was entirely destroyed and with it two other buildings. A general alarm was turned in 26 minutes after the first box. Fireman W. Weir, of Lombard Street aerial, had his arm broken while fighting the blaze. This was the first blaze where the high pressure was used, four great streams of 300 pounds pressure being brought to play on the blaze.

### HANLAN'S POINT WIPED OUT

Hanlan's Point was the next to suffer through fire, and it was almost entirely wiped out on August 10th. One fatality occurred as a result of the blaze, while seventeen buildings were gutted.

The Island fire protection was entirely inadequate to fight the blaze, while the steamers waited in vain for hours for a scow to enable them to cross the Toronto Bay, while the fire spread rapidly from wooden constructure to flimsy amusement buildings. The Island residents had good cause to seek to put the blame on someone's shoulders.

### WOMAN BURNED TO DEATH

Miss Clara Andrews, of Cobourg, cashier in the Figure "8" amusement was burned at her desk when the fire breaking out in the Gem Theatre spread with incredible rapidity. The fire extinguishers used by the reels that did get over to the Island were unable to stop it. For many hours the blaze burned destroying all in its path. It left the Island bare. The property loss was said to be \$200,000.

### PARLIAMENT BUILDINGS BURN

Premier Whitney himself turned in the alarm to the last blaze when the Parliament building west wing went up in fire and smoke on September 1st. Over 100,000 books from the invaluable library of the buildings were destroyed. The loss was placed at \$300,000, while many pictures of great value were rescued only through the daring of many of the house members and the firemen. Four engines pumped the water at the blaze. A demand for two more steamers was sent in by Chief Thompson.

### ANOTHER "STEAMER" BOUGHT

Early in 1910, without much delay, one of the two steamers asked for was delivered. On February 18th a Waterous steamer pumping 750 pounds, drawn by two horses, was bought, and it was in November when the second steamer was bought, of the same size and same pumping capacity. Although the number of alarms answered during the year was the highest ever recorded the damage was the lowest average per alarm on record. The loss was put at \$260,000 for the year, while 1,267 alarms were responded to. The number of men again increased by fifteen, bringing the total to 277.

### FIRST MOTOR ON DEPT.

The first step towards motorizing the department, and incidentally the step which marked the doom of "Dobbins," was taken during 1911. One motor, a chemical-hose combination engine, was purchased on October 18th, while three more new halls were built, bringing the total number of stations to twenty-five and the number of men raised by nineteen. The halls were situated on Howland Avenue, near Dupont Street; on Balmoral Avenue; and on Hendrick, near St. Clair Avenue. This necessitated the making of two more district chiefs, bringing the total to 6 district chiefs.



The first motor combination of chemical and hose was placed in College and Bellevue hall to do duty. It carried 1,000 feet of hose, 200 feet of chemical hose and tank, and also two ladders. So pleased was the council with the performance of the motor, as well as the department being pleased, that two more motors were ordered for the next year. It was a novelty to the department, but of the worth while type. A hook and ladder truck was also purchased during the year. It was horse-drawn.

#### TO MOTORIZE FORCE

The motorizing of the department was continued during 1912, and with the coming of each motor the number of horses on the department slowly decreased. Two motor apparatus were purchased during the year and an extra hook and ladder wagon. On December 27th two combination trucks—chemical and hose—each carrying 1,200 feet of hose, and 200 feet of chemical hose with tank. One was placed in Ossington Avenue fire hall—then known as the "Lower Dundas"—and the other one did duty from Yorkville Avenue station. The hook and ladder wagon was bought on September 7th.

#### CONTINUE TO BUILD HALLS

The building of more fire halls was carried on during this year, two more being added. They were built on Greenwood Avenue and at Earls court and Ascot Avenues. There were but three large fires that broke out during the year but the damage ran high. The fire loss at the end of the twelve months was \$1,112,484, and the runs numbered 1,670, and average loss per blaze of approximately \$425. No more men were taken on this year.

Fires started in bright and early during 1912. The first blaze broke out on January 19th at the Allen Manufacturing Company, Simcoe Street, spreading to adjoining buildings occupied by R. D. Fairburn and the Swiss Laundry. The three buildings were razed, 550 workers thrown out on the unemployment lists, and an approximate loss of \$250,000 suffered.

The second alarm followed one minute after the first box was pulled while the general alarm was put in nine minutes after the second. The injured firemen were E. Courtney, leg broken; W. H. Hawkes, back injured, and J. Roche, leg injured.

#### FIREMEN INJURED BY HIGH PRESSURE

The men were injured while they were moving a high pressure hose line from one position to another. The pressure came on before they were able to secure a firm hold on the hose and the force coming as suddenly as it did lifted the firemen off their feet and threw them some distance. Four hours after it broke out it was under control. High pressure and the steam engines did splendid service and saved many more neighboring buildings.

The scene during the blaze became very picturesque. The severe cold froze the dripping wires overhead, forming icicles and making the scene a pretty picture. Hundreds of thousands of gallons of water were used to drown out the blaze. The blaze broke out in the Allen building.

#### T.S.R. BUILDINGS GUTTED

Six firms suffered severe loss from water and fire when a blaze broke out in the Toronto Street Railway Company buildings, King Street East, on March 25th, 1912, and destroyed the business buildings of the T.S.R., Marshall Sanitary Mattress Works, Hays Manufacturing Company, Gendron Manufacturing Company, Laidlaw Lumber Yards, and many other smaller buildings, causing a loss of \$450,000. This blaze was also a general alarm, and as spectacular as the previous one. The firemen took many risks, and used the overhead wires to lay their hose across to reach upper regions of the buildings and to keep the hose off the car tracks. It proved a losing battle from the first but the firemen gamely fought the blaze for over two hours before conquering it.

#### WILSON'S SUFFER NEXT

H. A. Wilson's sporting good store, 297 Yonge Street, was the next and last firm to suffer any heavy fire damage. At this blaze, which was of unknown origin, four miles of hose repre-

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senting 21 lines of water were used to drown out the flames, which spread very rapid throughout the building. It took the firemen some time to extinguish it. Only by dint of putting themselves to a severe strain were the fire fighters able to confine the fire to the one firm. The damage was said to be around \$50,000.

#### STRENGTH OF DEPT. IN 1913

During 1913 things remained at a standstill. On the department at this time were 338 firemen, of which six were district chiefs. There were 120 horses and 27 fire halls, 55 wagons, trucks and engines all told in use, while the department owned 21 sleighs, seldom used. Three other wagons remained on the reserve list. One hook and ladder four-wheeled wagon was an addition during the year. On the alarm system, 392 fire alarm boxes were on as many city street poles.

One fireman was killed. He was James Kerr, pipeman on No. 25 Hose wagon; thrown from his perch on the wagon while responding to an alarm on September 30th. There were four fires of some consequence and loss.

#### PARKDALE C.C. FIRE

On February 8th, 1913, the fire broke out in the Parkdale Canoe Club, gutting the beautiful, cosy quarters, and sending up in smoke and ashes all water craft stored in the boat houses. For four hours the firemen battled the blaze. For a time the Sunnyside Orphanage was threatened by flying sparks. The damage caused was \$16,000.

The biggest fire of the year broke out during the hot summer month of June. On the sixteenth, Wickett and Craig, on Cypress Street, tanners, went up in smoke and flame, believed to have been caused by defective wiring. The damage was estimated at \$350,000.

About two hundred firemen fought this blaze with 30 streams of water, saving forty horses from being burned when their lives were endangered through falling machinery which was continually caving in with the weakened floors. The blaze got a good start before the firemen were called, and the building was razed. Employees to the number of 120 were jobless.

#### CREAN FIRE A GENERAL ALARM

The third blaze was the Crean Hat Factory on Balmuto Street. This was August 2nd. The fire started in the felt department and spread over the entire building with such rapidity that a general alarm was turned in without a second following the first box. The fire just licked up the walls of the building and then spread to the residential quarters that adjoined the doomed building. Despite all the firemen could do, and did, to prevent the blaze spreading, ten houses occupied as dwellings, were burned to the ground, forcing the families to flee and seek other quarters. Many of the fire fighters were overcome but no one was injured. The damage caused was placed at \$176,000 to factory and houses.

#### EXHIBITION BUILDINGS RAZED

One day later, August 3rd, with the exhibition but three weeks away, fire broke out in the sheep sheds and poultry buildings of the Canadian National Exhibition, in the grounds and burned the buildings to the ground level.

The alarm was very late in coming in, but this was not the fault of anyone, rather an accident. The keys to the fire boxes had been removed from the three boxes in the grounds in an effort to beat the person or persons who were continually sending in false alarms. When a real blaze broke out one had to run some distance to reach a phone or box. The loss to the buildings was \$5,500.

#### MANY FIRES IN 1914

1914—a year to be remembered for generation and generation following, the year of “The Great World War”—was one of many large fires here, and one attended by heavy loss of life through fires. It was the year of the Woodbine Hotel fire, when six lives were given up to the flames. There were seven other fires of great loss during the year. Taking all in all it was a year long to be remembered.

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January 20th marked the beginning of the fires. The J. W. Hewetson Co., Ltd., building ignited and the entire interior with contents gutted. The terrific gale that blew with the cold snap cut the heads of the streams off, making it impossible to obtain a high stream. There was plenty of water however. The building is situated at 88 Terauley, and about \$50,000 worth of goods lost. It was not a spectacular blaze, as it was an inside fire.

Five firms were wiped out with an aggregate loss of \$170,000 when fire broke out in the Long Co., and spread to other firms in the building at 583 Richmond Street West on February 25th, throwing 300 persons out of work. The cause of the blaze was unknown, and it was a general alarm. It was very spectacular, and the reflection was seen for some miles around. The firms that suffered loss were: Independent Cloak Company, Beaver Shirt and Suspender Company, Monarch Clothing and the L. Freifield Fur Company. A large crowd watched the blaze.

#### RUDD PAPER BOX BLAZE

The next general alarm answered the Rudd Box Factory and the Crean Hat Factory, at 785-787 King Street West. The second time to be wiped out by fire the Crean Hat Company suffered once more a heavy loss. The previous fire occurred in their Balmuto Street factory.

The blaze broke out in the G. A. Rudd premises and within a very short while the roof and floors began caving in. For a while it looked as though the walls would fall but they withstood the water and fire. Through this blaze 105 persons were out of employment, while the loss amounted to \$60,000 approximately.

About \$55,000 damage was caused to the R. Laidlaw Lumber Company, Eastern Avenue and St. Lawrence Street, when fire, originating from a spark coming from a picker machine, broke out on March 16th. The planing mill burned as only shavings and lumber could be expected to burn. At the risk of their lives the firemen rescued the horses in the stables. The blaze broke out in the engine room, and by good work the firemen confined it to that building. For a while it did look as though the blaze would spread.

#### WOODBINE HOTEL, FATAL FIRE

The Woodbine Hotel—just mention the name to a few Americans, or even some Torontonians, and one will see a shudder pass through their bodies. And in truth it would be hard to suppress.

On March 17th, breaking out in several different places at one time, fires destroyed the Woodbine Hotel, 102 King Street West, and with it took toll from the guests to the extent of six lives. Heroic deeds were many, even to the extent of two men giving their lives to save that of a thoroughbred boston-bull dog, "Dainty."

#### VICTIMS OF THE BLAZE

The victims of the blaze were: Max Cohen, F. Levenson, Chas. Wilmott, John Graham, Charles Thurston and Edmond Giles. They were from New York, Belleville and London.

Trapped on the upper floors of the building the guests became panic stricken when the first alarm was sounded. Running hither and thither, attired in their night clothes, many looked for fire escapes, and in their hurry were unable to find these, turned then to look longingly at open windows.

Edmond Giles, one of the victims, was amongst these running almost panic stricken. Unable to see a fire escape he turned to a window and from the third floor took a leap to safety. But it was anything but that. It was a fatal leap. His body and limbs were paralyzed from the force of impact with the pavement. He died soon after in a hospital.

Rescue work continued through all night. Firemen worked like trojans and did splendid work. The general alarm brought every available man and piece of apparatus, while the water pressure was called upon as never before.

#### RECOVER CHARRED BODIES

Three bodies, charred beyond recognition, were later found amongst the ruins, while thousands of dollars in money, gold, jewellery and other valuable were scattered about the floors. The police formed a close cordon and allowed no one in.

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While the scene presented during the blaze was a heart-rending one, one scene was enacted that despite the seriousness of the situation caused many to smile or laugh. A man breaking through the police lines caught up a rubber coat and aided the firemen in the building. It was noticed that he aided those nearest the bar room. Each time he went in he apparently came out looking a little more frisky, and a trifle more unsteady. It was thought the smoke and fumes were the cause. Finally, after a dozen trips inside he came out entirely exhausted and leaned on a "Bluecoat's" friendly arm. His breath was rank with whiskey, and the end of his perfect day finished in the cells. This was the beginning of a rush of many to the bar. The police used their batons to clear the bar-room and keep it so.

The loss to the entire building and property was estimated at \$125,000. A seventh man was reported missing. He was W. Jeffery. Whether he was ever found or not is unknown. He went down on the lists and records as dead.

#### ALLEN FIRE—MEN OVERCOME

The fourth blaze to break out within ten days occurred when the Allen Manufacturing building, Simcoe Street, ignited for the second time within a year. Caused by overheated steam pipes, the blaze did \$100,000 damage to the Allen Company, Swiss Laundry and Fairburn Manufacturing Company. Smoke gave the alarm. The blaze started on the top floor. Firemen Dan Follis, of Adelaide Street West Station, was overcome by smoke and had to receive medical treatment. This time 120 were thrown out of their jobs.

#### YEAR'S LAST FIRES

While England was talking war, warning Germany not to cross through Belgium—April 4th—the next fire broke out. H. B. Johnston's tannery at River and Wilton Streets, for the second time within a year, were the next sufferers, and, incidentally, the next general alarm turned in. The blaze burned fast and furious but the splendid work of the firemen saved the building and heavier loss. The damage, \$45,000, was comparatively light.

Two weeks later—with war already declared and many firemen on the job seriously thinking of enlisting, the last blaze of the year destroyed Fairweather's, Ltd., 84 Yonge Street, to the extent of \$20,000. It was struck by lightning. The firemen did good work in saving the building but the contents suffered most.

This finished the series of fires for 1914—a year that remains a "sore" memory. It will be noticed the coincidence of fires breaking out in three firms for the second time in a year. The addition to the department during the year were 30 more new men and one more piece of motor apparatus. This was another combination truck of chemical hose. The number of alarms answered for the year were 2,569, while \$1,414,663 was the loss suffered.

#### CHIEF THOMPSON RESIGNS

Perhaps the most active year of the Fire Department was that of 1915. To start with, Chief John Thompson handed in his resignation at the beginning of the year and retired in April, 1915. Chief since November, 1899, he was well liked by his men and tried to mete out justice to all complaints handed in by either civilians or his men. During his term as chief he killed the attempt of the firemen to form a Union of their own. He could not see the justice of it and would not allow his men to be union men. That this was finally brought about showed how determined the men were and the strength of labor combined.

During this year also the fire department took a step toward the motorizing of the department that proved the greatest move taken since four years prior to this when the first motor truck was bought until this date when there are but few horse-drawn vehicles running to fires.

#### DOOM OF "STEAM-PUMPERS"

1915 was the year that the fate of the "steam-engine" pumps was sealed. They were fated to be discarded one by one, after twenty years of faithful and reliable service. Six motor apparatus trucks were bought during the year, amongst them being double combination motors, Service trucks and the first motor pumper with chemical combined.

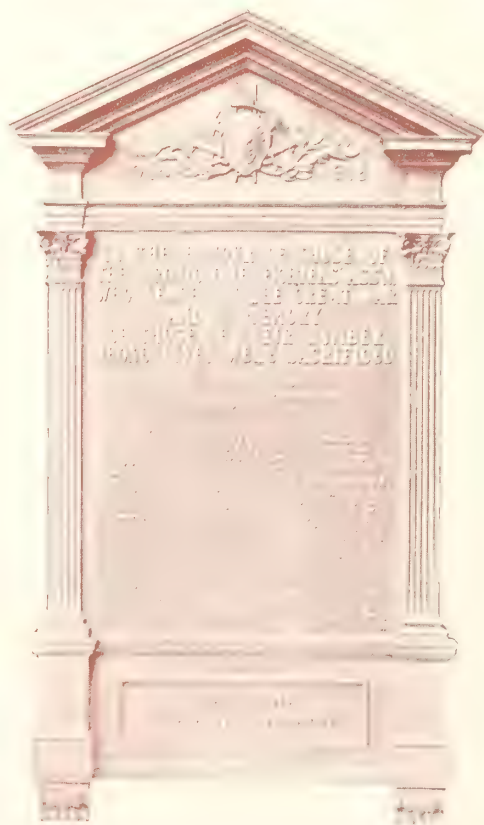
## Members of Department Killed Overseas



F. D. FISHER

CLARENCE KERRIGAN

WALTER PARKER





With the retiring of Chief Thompson, District Chief William Smith filled the breach as acting chief. He still carried on the job of replacing all horse-drawn wagons by motors.

The motor Service truck bought was placed in Bolton Avenue fire hall on February 15th, 1915, and let out two horses. The first motor pumper was sent to College Street hall in January, 1915, but did not at this time replace a steamer. The other four motor pieces were placed in the west and east ends of the city.

#### FIREMEN ENLIST FOR WAR

Meanwhile throughout the year the firemen continued enlisting. While the department realized its loss as many of its best fire fighters were going overseas, it also realized it was for "King and Country" and gave one and all a hearty send off.

The men who so willingly and daringly offered their lives for the sake of humanity is listed on the tablet which upon a later date will be placed in the city hall.

#### MOTORS IMPROVE ON HORSES

That the motor apparatus was by far an improvement over the slower horse-drawn vehicles was proved during the year and the years that followed. For while there were second and third alarm not a general alarm came in to break the years' record since that of the Woodbine Hotel. The trucks were able to move many times faster than the horses, and was ready for action quicker. The fire loss for 1915 was \$1,156,300, a decrease of hundreds of thousands of dollars over 1914, while the alarms numbered 2,174. There were eight large fires, but it will be noticed none was a general alarm, while in every case the loss did not reach any amount like was lost during the previous year at a fire.

#### RUDD BOX SUFFERS AGAIN

January 27th, a fire broke out in the Rudd Paper Box factory, 374 Richmond Street West, the second within a year, causing an estimated loss of \$75,000 and the death by suffocation of one of the employes, R. Groshaw. A cat was also suffocated. The blaze broke out in the basement and gave the firemen a tough fight. It took some hours to stop the fire.

Gunn's Ltd. abattoir, on St. Clair Avenue, was the next to suffer through fire, on March 19th. The blaze was of unknown origin, \$60,000 damage being caused.

#### LAKESIDE HOME BURNED

The little sick tots in the Lakeside Home, at the Hanlan's Point, were the next visited by fire. Much valuable time was lost when the firemen were directed to the College Street Hospital by a mistake. With lots of water and good pressure the blaze was confined to two buildings, and \$50,000 damage resulted. The rescue work of the firemen, nurses and aides of the hospital was good. The hospital was immediately rebuilt without delay. The blaze occurred on April 22nd.

Lightning caused the fourth blaze three days later. H. Greisman, 68 Adelaide Street West, manufacturer, was the victim. The fire proved to be a stubborn and smokey one, and was not put out before a third alarm had been turned in and \$95,000 damage done to building and contents.

#### TORONTO LOSES LANDMARK

Damage to the extent of \$88,000 was caused and Toronto lost one of its landmarks when fire of unknown origin destroyed the Princess Theatre, King Street West, on May 7th. A second alarm was turned in. Prompt response and good work on the part of the firemen saved adjoining buildings. The theatre was the Academy of Music in 1889, and before then was a

*Continued on page 63.*

## Members who went Overseas



1—G. HOGGE

4—N. BUCHANAN

2—J. STEWART

5—W. DAVIES

3—J. HAZLETT

6—G. WATKINS

7—T. IRVINE

8—T. WILLIAMS

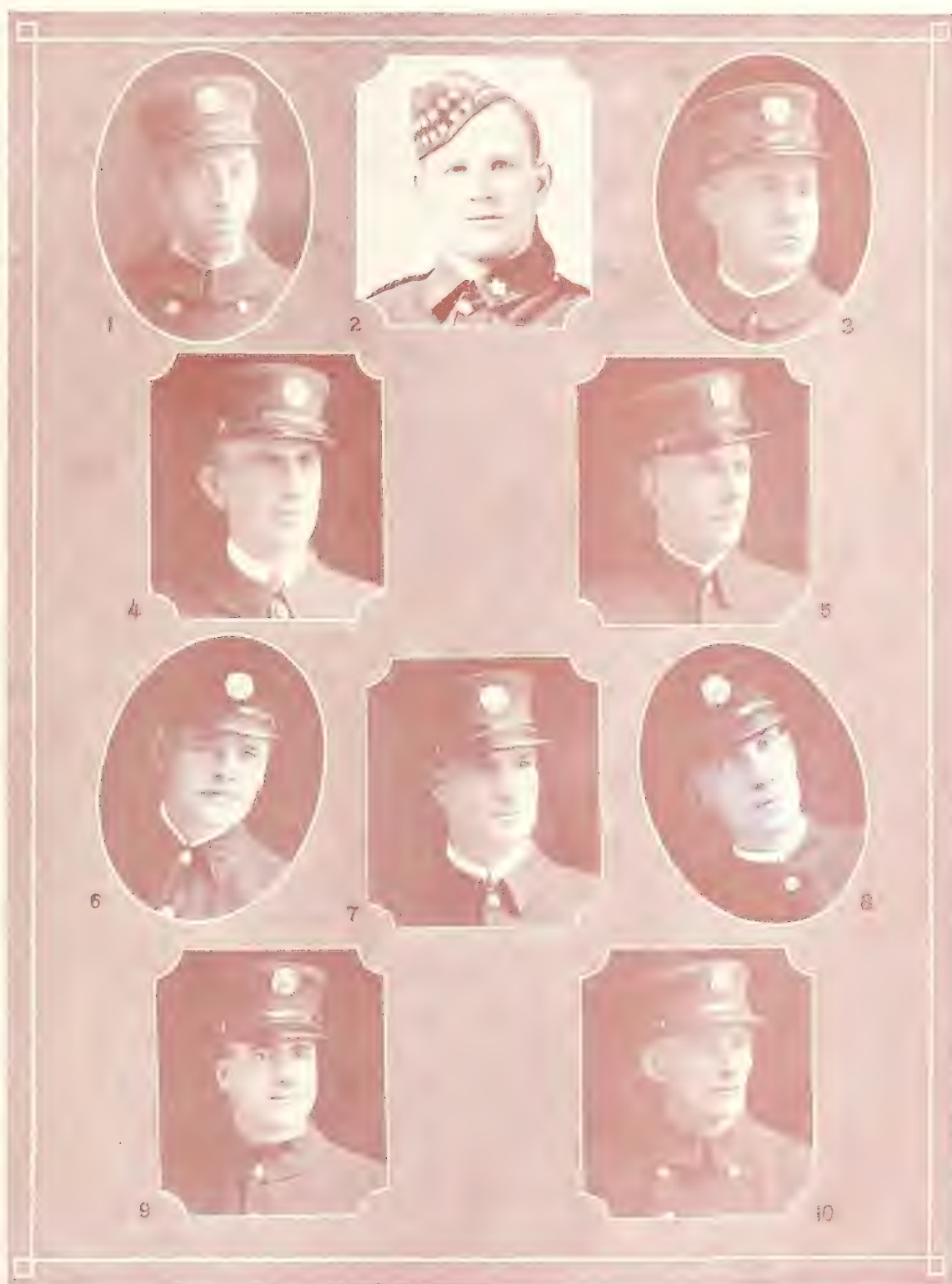
9—A. CAMERON

10—A. HAMILTON

11—D. FLEMING



## Members who went Overseas



1—J. FISHER

4—W. H. SMITH

2—J. MURDOCK

3—W. L. SALTER

6—J. KIRK

9—W. HAYNES

7—G. LATHMER

5—E. SIMPSON

8—E. McDANIELS

10—W. MCGOWAN

## Members who went Overseas



1—T. PURCHASE

4—R. J. NICHOLS

6—J. ROCHE

9—W. SPROLLE

2—F. N. WOOSTER

7—W. BRITTON

10—J. TIMNEY

3—G. HOLLINGWORTH

5—H. HOLLINGWORTH

8—W. CAMERON



## Members who went Overseas





WILLIAM SMITH

Chief Toronto Fire Department from Jan. 12th, 1916 to April 30th, 1919.

Wm. J. Smith was born and bred in this city and joined the Department at the age of 19 years, on March 6th, 1876, just at the time the old volunteer brigade was abandoned, when there were only 35 men and 6 stations to the Department. Mr. Smith has seen the Dept. grow from a two wheel cart known as "the jumper," which had the habit of turning upside down when it struck any obstruction in the street to the four wheel wagon, and finally to the present motor apparatus.

When he first joined he was attached to the hook and ladder truck No. 1, at the old Court Street station, where the present police headquarters are now situated.

On Feb., 1887, he was promoted to foreman, which was the same rank as Captain to-day, and was attached to No. 9 Station, Dundas and Queen Sts. In July of 1889 he was transferred to No. 7 at Wilton Ave., and again on the death of Chief Ardagh was transferred to Lombard Street Station, where he was placed in charge of the salvage, hook and ladder, and aerial truck. He remained in this position until he was appointed District Chief in 1911, with headquarters at No. 4 Berkeley Street Station.

In February, 1915, he was appointed Acting Chief, and Chief in January, 1916.

Many are the reformatations he has seen in the Dept., to which he has devoted so many years of his life, and chief is the inauguration of the two platoon system. His one regret is that he was not able to complete the motorization of the Dept., which he had set his heart upon, and which but for the War he would have seen realized. This matter came up before but the War broke out and he was ordered to retrench. This prevented the system being established in his time.

After serving the Department faithfully for 43 years he retired on pension, with the best wishes of the City. He left to his credit the best fire fighting system on the American Continent.



music hall. Such notable actors and actresses as the late Sarah Bernhardt, Sir Henry Irving and Sir John A. MacDonald were seen on the stage by Toronto audiences. The theatre was not rebuilt for some time.

The Gold Medal Furniture factory, Van Horne Street and Gladstone Avenue, was the next building to suffer. Fire of unknown cause broke out on December 3rd, doing \$66,000 damage, and making it necessary for a third alarm to be turned in. A strong gale helped the fire greatly and it was two hours before the blaze was brought fully under control. It smouldered well into the morning of the next day. Due to the reflection the blaze threw over the neighborhood many boxes were pulled while phone calls were numerous.

Eight days later another second alarm blaze broke out in the H. P. Ritchie building, 38 Clifford Street, on the top storey, destroying five business firms, throwing 100 out on the unemployed lists and doing \$80,000 damage all told. The cause was unknown. The firms that suffered were Bennie and Cooper, mechanics; Young Brothers, Buckley Printing Company, Pugh Specialty Company and the Ritchie firm. The blaze ate its way down to the lower flats, while the water aided greatly in making the loss run as high as it did.

#### CHRISTMAS EVE BLAZE

The last fire of the year was but a day before Christmas. The Martin Corrugated Paper Box Company factory ignited from unknown cause and was destroyed. The nature of the contents made the blaze a fierce one. Hot and smokey, the fire stalled the firemen off for some time before it was brought under their control. Much work was given the firemen in removing all large bundles of papers and boxes and opening them to prevent the blaze rekindling. The loss was placed at \$79,800 to building and contents.

#### WM. SMITH—THE NEW CHIEF

January 1st, 1916, William Smith was appointed Fire Chief, and, incidentally, sanctioned the cause of the firemen to have a Union. The union was formed and that it proved successful goes without saying. Looking after the wants of the men and the complaints, it dealt out justice to the department as well as to the men.

During this year also the first Aerial motor truck was introduced to the department and the first steamer discarded when two more motor pumpers—triple combinations—were purchased. The motor truck aerial was placed in Adelaide Street West, while the horse drawn aerial it replaced was sent out to the west end of the city. The combination motors were placed in the centre of the city covering the valuable business area of Toronto.

The fire halls that had steam-pumps drawn by horses at this time were Portland, Adelaide, Yonge, Berkeley, Lombard, Brockton, Cowan, Perth and Howland. One by one during the following years these were discarded, scrapped or sold. During this year the fire damage ran fairly high. It was \$1,525,161, while there were 2,230 fire alarms answered both within the city limits and outside the limits. Five pieces of motor apparatus including double and triple combination trucks and an aerial motor truck were purchased. Six fires that necessitated second and third alarms were answered during the year.

#### CAPT. ARDAGH ENLISTS

Although eligible for pension and retirement, Captain Charles O. Ardagh, of Rose Avenue Hall, responded to his country's call, lonesome for his two boys "over there," and enlisted on May 27th, 1916.

The first fire of the year occurred on February 7th in the Imperial Trusts building, wrecking three firms, Tenant and Purvis, real estate dealers; Weir and Beheller, importers; and T. White and Sons, jewellers, doing \$51,000 damage. The blaze travelled fast, while dense volumes of smoke hindered the firemen severely. It took a few hours before the firemen were able to strike it out.

#### AMERICAN CLUB BURNED

To what extremes war enemies will go, and just how close to home activities can come despite land and sea, was given an instance of when The American Club was wrecked by fire, believed to have been an incendiary and following hot on a warning that if the Americans did not cease their enlisting activities the Club would be blown up. One life was lost through the blaze and two others injured.

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The fire broke out at 3 o'clock in the morning, and in several parts of the building at once. Awakened by three loud explosions, which were unable to be placed, guests and employes rushed in their night attire for the nearest exit. One man, P. S. Hairston, a mining broker from Dallas, Texas, was suffocated. He was found dead on the floor of his room by the window. One hand was on the sill. He had apparently reached the window and dropped as he was about to step out.

Capt. A. R. Minard, paymaster of the club, was seriously burned during rescue work while Edward Johnson, night watchman, was struck on the head by falling bricks and his skull fractured.

#### GUESTS MADE ESCAPE

Meanwhile the guests and employes found a rope and attaching it to articles in bedrooms threw it out of the window and slid down to outside and safety. Others ran to the front door and others through the back exit. Within a remarkably short space of time the whole building, where an hour before peace and quiet reigned, was a raging furnace. For hours the firemen fought the fire, a second alarm having been turned in and they were a tired looking lot of men when the boxes were struck out. But they knew they had foiled the enemy in that the blaze had not spread further, but it was with a feeling of sorrow for the Americans that they left them to their grief. The loss caused was \$66,000. Good work on their part saved many valuable pictures which had been loaned to the club.

Brown and Staunton Ltd., 77 Bay Street, was destroyed by fire and The Evening Telegram building threatened when fire which needed a third alarm turned in, broke out and for a short time burned fast and fierce. Of unknown origin, it spread itself over the building. Damage to the extent of \$54,000 was caused before being extinguished.

Although threatened by the danger of ammonia tanks bursting when fire broke out in the Harry Webb Bread Company, Buchanan Street, on September 10th, firemen bravely fought the blaze there, one of the most serious fires they had ever battled, and confined it to the one building. The Webb Bakery fire was of unknown origin and suffered \$75,000 loss. A second alarm was turned in.

#### HIGH PRESSURE FAILS

The second third alarm of the year came in on November 15th when the Adams Brothers harness factory at King and Bathurst Streets ignited and where \$100,000 loss was caused. Of unknown origin, the blaze gutted the fifth and sixth stories. The high pressure system failed when stronger pressure was signalled for and this allowed the fire to spread rapidly. The firemen were more than disgusted. John Williams sprained his leg while battling the blaze. The water works department were censured as a result of the lack of water pressure.

One of the most spectacular fires ever witnessed, watched by the greatest crowd ever recorded at a blaze, and one that will never be forgotten, incidentally being the last of the year, was that of the Toronto Street Railway car barns, on December 28th, when 70 street cars were burned and property to the value of over half a million dollars lost.

#### T.S.R. SUFFERS LOSS AGAIN

A third alarm being turned in, there were 20 hose wagons and crews, 6 engines, motor and steamers, and a few hundred firemen fought the blaze to a stand still, not before some hours had passed however. Many narrow escapes were had by the firemen, but fortunately no one was injured. An old horse was saved through the gameness of the firemen. "Coffee pots"—the fare boxes in other words—and cash and tickets were lost in great numbers. The barn buildings were gutted and were never rebuilt. The sheds were later torn down and the bare yard alone used to store the old chariots in. To this day the yards remain as they were after the fire, minus the broken walls. It is owned by the city, having changed hands this year.

#### MORE MOTORS BOUGHT

Two more motor triple combinations were added to the department during 1917, while a steam-pumper made its last run, to be discarded after a faithful service of twenty-two years. During the year some 42 men were let out of the department. Many of these were men who wanted to go overseas. This depleted the department force for a while during the year but did not seriously affect the fire protection. The strength of the force decreased to 342, and 2,338 alarms were responded to. The total loss for the year was placed at \$1,343,803. New uniforms of blue serge with coats buttoned to the neck were issued for the first time to the firemen.

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## MANY FIRES IN 1917

During 1917 eight second alarms were answered, one ammunition factory being burned out twice within five months and both times while in the middle of finishing an order for hundreds of thousands of shells for the Allies. The fires began early in the year, January 12th, and the last one occurred on November 3rd.

Channell Chemical Company were the first victims. The chemicals in the building made it a hard blaze to fight. A second alarm had to be turned in and over \$50,000 damage was caused before the blaze was extinguished.

The three top floors of the Art Metropole Company, 14 Temperance Street, were gutted when fire broke out, of unknown cause, on February 17th. A similar amount of damage was caused here as in the previous fire. The paint and turpentine helped the blaze spread.

Two days later The Queen City Foundry at the foot of Cherry Street was razed by fire. The firemen were handicapped by having to use lengths of hose as long as 1,000 feet from a hydrant. The hydrants on Ashbridge's Bay had been installed but not connected at that time. Within a few hours the building was a mass of twisted masonry and iron, while valuable castings and dies lay wrecked within. The damage ran as high as \$70,000.

March 5th, fire broke out in the W. & D. Dineen Company, Yonge Street. The loss was comparatively slight, amounting to \$20,000, although a second alarm had to be put through

## CLUFF AMMUNITION BURNS

A spectacular blaze which was reflected for miles around, broke out in the Cluff Ammunition Factory at 85 Sterling Road, six days after the Dineen fire. About a quarter of a million dollars damage was caused while 350 men and women lost their jobs through the fire. The blaze broke out in the vitro tank plant and spread quickly. The company was half way through with a large order of shells for the Allies at the time, and were forced to seek new quarters.

What proved itself a second alarm but one of short duration broke out in the Crown Cork and Seal Company, on May 19th, doing \$15,000 damage and giving the firemen a hard battle for a very short time.

## BLAZE PROVES FATAL

The first fatal fire of the year happened on September 7th when the Liggetts drug store, on Yonge Street, ignited. The blaze wiped out their building including The Hydro, Huylers' Confectioners, and Nordheimers Piano Company, and caused \$90,000 damage. A second alarm was turned in shortly after the first box.

Charles McKeown, manager of Liggetts, worked like a Trojan aiding the firemen, and as soon as the excitement had died down with the blaze he collapsed and died almost instantly. James Lodge, switchboard operator at the Hydro stuck at his post until overcome by the smoke. He was revived. Firemen Smith, of Richmond Street Hall, was badly scorched.

The blaze broke out in the basement and spread rapidly. The firemen time and again were driven back by smoke and fumes. The blaze took a few hours to conquer and when it was over the building was a wreck. It was rebuilt very shortly after.

## CLUFFS BURN ONCE MORE

For the second time in the year Cluff's Ammunition Factory, on Atlantic Avenue, was wiped out by fire, caused by spontaneous combustion. This second blaze broke out on November 3rd. The Wind Engine and Pump Company also suffered loss. Fireman James Jones, of Ossington Avenue, was burned slightly while four horses were burned to death. About 600 persons were thrown out of work while the approximate damage caused was \$150,000. The firemen were hampered by overhead wires, which also proved very dangerous.

## DOUBLE PLATOON INTRODUCED

The next year—1918—saw the finish of the 24 hour day shift for the firemen. They were given a demonstration of just what unity was able to perform. After agitating for a double-platoon system on the department during 1918, it was put into effect on December 24th, and has worked out successfully to this date. The system alternates and was divided from eight a.m. to six p.m. during the day and from six o'clock p.m. to eight in the morning for the night shift. Incidentally it raised the strength of the T.F.D. from 342 men to 522 men, and another deputy chief was made, as were four more district chiefs, made necessary by the two shifts. This brought the total of district chiefs to ten.

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### LIEUT. OUGH KILLED ON DUTY

One fatality occurred during the year. Lieut. O. B. Ough died from the effects of nitric acid fumes when fighting a blaze at the Aikenhead Hardware Company, on Richmond Street West. His death occurred on July 22nd, 1918. Actual fire loss was light.

Another motor combination was bought, making a total of four motor pumpers and eighteen pieces of motor apparatus. The number of alarms answered were 2,930 and the fire loss over \$2,261,000. There were four fires during 1918, of which two were third alarms, and all told made a fire loss of three quarters of a million dollars.

### WATER PRESSURE HINDERS FIREMEN

Lack of hydrants and water, one hydrant where a "steamer" was pumping going dry, made the fight between firemen and fire when the Thor Iron Works, at the foot of Bathurst Street, went up in smoke and fire, a one-sided affair for some time. Long lines of hose had to be laid and this meant less pressure.

The fire occurred on April 2nd, and was a third alarm. Defective wiring was the cause, and \$250,000 damage done. A great part of this loss was suffered when the machinery was wrecked.

The Galena Signal Oil Works were the next fire victims. On April 6th the oil ignited and spread rapidly. It was a running sea of fire, and another third alarm. The firemen while fighting the blaze were in constant danger of the oils contained in tanks exploding and spreading the burning oil. Fortunately no large explosions occurred. The loss did not run more than \$225,000.

### R.C.Y.C. GUTTED

April 2nd marked the destruction of the Royal Canadian Yacht Club on Centre Island, when fire started in the early morning and spread rapidly through the main building. Lack of pressure and water aided the blaze. Six employees had to escape in their night attire. The loss was \$109,000, and it was covered fully by insurance.

For three hours the firemen battled a spectacular blaze in the Sanderson Percy Company factory, of oils, varnish and glass, of 61 Adelaide Street West on July 14th, which did \$225,000 damage and destroyed a four storey brick building. Starting on a loading platform, of unknown origin, the blaze spread quickly and caused much smoke. This was the second time the firm suffered through fire, the previous one which wiped out the factory being in 1897.

### RESIGNATION OF CHIEF SMITH

The resignation of Chief William Smith early in 1919 opened the activities and beginning of changes and promotions of the department. In May his resignation was accepted, and in the same month Deputy Chief William Russell was appointed by the city council and stepped in to fill the breach. With his promotion the deputy chief's office was left vacant and George Sinclair stepped up from District Chief to Deputy Chief, and Duncan McLean was made the other Deputy Chief needed with the double platoon system.

### CAPT. THOMPSON KILLED

One death occurred in the year. Captain Moses Thompson responded to a small blaze on Brant Street on February 5th, and was fighting the blaze from the roof with a small hand chemical when it exploded, throwing him to the street. He died from the injuries he received.

Two motor triple-combination pumpers were purchased during the year, and with the coming of them one more now ancient "steamers" was let out, to follow the fate of the previous ones. In October the first American La France motor pumper was introduced into the department and it relieved a steamer of its duty. It went into service at Greenwood Avenue. So useful did it prove that a second one was bought in December and sent to Perth Avenue. The old steam engine "let out" was from Perth Avenue.

But two fires of any consequence happened during the year and at one of them the department lost its most beautiful team of horses—from Rose Avenue—when they bolted into the Don River. Two firemen were slightly injured.

The first blaze was the Cyclone Wire and Cable Company on Dundas Street West, of unknown cause, where damage to the amount of \$120,000 was caused. It was a hard blaze to battle and took the firemen some time to strike out.

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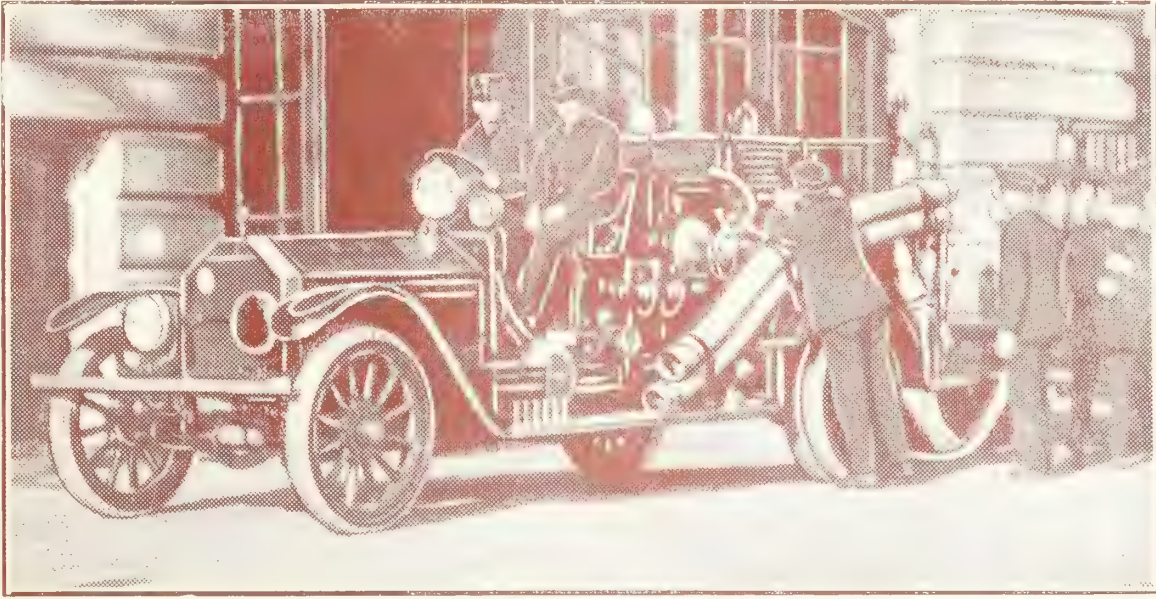
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#### FIREMEN INJURED—HORSES LOST

Two firemen were injured—the most beautiful team drawing a fire wagon of the department was lost—while damage to the extent of \$150,000 caused, were the incidents at the blaze which broke out in the J. Hallam building, Front and Jarvis Street, in the early morning of September 23rd. For five hours the firemen fought the blaze and succeeded in keeping it from spreading to adjoining buildings. The men were hampered by overhead wires. Pressure was good, and hydrants plenty. The building was owned by Mrs. Beard. The contents of the building packed as it was inside, also proved a hindrance to the firemen.

Firemen Wm. Shannon and Robt. Calhoun were on a ladder directing a hose into the building when they were struck by the full force of a high pressure stream. Thrown from the ladder they were injured in the fall and taken home.

Rose Avenue hose wagon with its two beautiful bay horses—almost twin-like—were standing on Front Street, opposite the burning building. Snapping wires caused flashes like of lightning and one of the flashes frightened the animals. With heads thrown back, and almost unnatural speed, drawing the heavy five ton hose wagon, the animals sped on Front Street. Not turning off the street they ran over the Don tracks safely in some manner and fell into the Don River.

#### FIRE HORSES DROWN IN DON

Unable to swim with the wagon attached, and, weighted as they were, they drowned. Many men on the department felt grieved at their loss. The horses and wagon were recovered next morning by divers.

No men were added in 1919. They answered 2,932 calls, a great number of which were false alarms. The loss, which was \$1,523,000, was three quarters of a million less than the previous year's total.

#### STRENGTH GREATLY INCREASED

One hundred and two men were taken on as firemen in 1920, which brought the strength of the force to 634. This was the greatest number of men ever recorded on the fire department. Five more pieces of motor trucks, including two more triple-combination pumpers built by the American LaFrance Company, were purchased in September and November of the year. They were put in Howland and Bolton Avenues, the one going to Howland replacing another of the "steamers." With each steamer discarded two or three horses were sold, so that during this year some 12 horses were sold by the department.

The loss for the year ran very high, there being six big fires, one a third alarm, being placed at \$2,121,185, while there were 2,717 alarms answered. This includes outside the city limits

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calls. It proved to be a severe year for the firemen, over a dozen of them being injured or overcome while fighting fires.

#### START OF FIRES

W. J. and G. Greey's foundry on the Esplanade were the first to suffer loss to the extent of \$60,000 when fire of unknown origin broke out on January 26th, a mild night. The nature of the building—all brick—and the contents inside made it an easy blaze to drown out. The valuable castings and dies caused the high loss.

With the weather temperature running far below the zero mark and a howling wind blowing a cold spray back in their faces as they turned their lines of hose on the blaze, the firemen spent a very uncomfortable few hours when fighting the fire which broke out in the Westminster Church on Bloor Street East four days after the previous blaze.

#### WESTMINSTER CHURCH DESTROYED

For miles around the reflection could be seen, and it drew hundreds of persons to the scene. The roof caved in half an hour after the fire broke out. The church, a landmark, was wiped out, four bare walls, half the original height being left tottering before the strong wind when the blaze was out. The next morning a prettier scene than the icicles clinging to everything within the bare four walls would have been hard to find. The night had been so cold that the firemen's coats had frozen at their fastenings and it took them some time to loosen their rubber coats. The church members across the way looked after the wants of the firemen, for which they were very grateful. The loss was estimated at \$125,000.

February 14th was the luckless date of the building which stands at 10 Front Street East. Of unknown cause fire broke out but proved to be short and fierce. The damage not estimated at the time ran into thousands of dollars.

Two firemen were injured when an aerial just raised came crashing down seventy feet; high pressure lines bursting, drenching the many onlookers; poles snapping in two hanging only by the overhead wires, were a few of the incidents which marked the blaze breaking out in the McKinnon Building, Melinda and Jordon Street, wrecking the offices of fifty concerns and doing an estimated damage of \$100,000.

The blaze broke out in the upper regions and worked its way downward. The caretaker who had quarters on the top floor was rescued and brought down the ladder. The false roof to the building gave the fire air space and lent it pressure in spreading. A third alarm was pulled.

Lieut. Wm. Hawkins and Fireman W. R. Bullick were the two injured. Hawkins, a heavy built man, was going up the aerial as it was being raised into position. It had been fully extended for about a minute before it snapped at the base and crashed down into the netting of phone and electric overhead wires. This undoubtedly saved the life of Hawkins, as it enabled the firemen below to spread a net in case Hawkins fell. He was rescued from his precarious position before he fell. His back was sprained. Bullick's leg was injured by the falling ladder.

#### HOSE LINES BURST

Meanwhile the onlookers—hundreds in number—did not escape a drenching, even though the rain that was falling at the time was only a drizzle. The high pressure hose splitting in the centre while it lay diagonally across Melinda and Jordon intersection, sent a geyser into the air that drenched all within a hundred feet. At a King Street hydrant the coupling became detached from the hose and like a snap suddenly loosed it raised from the ground to leap the width of the roadway, sending a second shower into the air. Two more hose lines burst but the crowds had taken the warning and watched the blaze from a safe distance.

The blaze recalled to the old timers the last fire which had destroyed The Globe and McKinnon buildings when sparks from the former ignited the latter.

Fearing the fire which broke out in a lumber yard at the rear of 11 St. Alban's Street on April 2nd might spread and consume the many neighboring dwelling houses, a second alarm was turned in but hardly needed. The damage caused did not exceed \$25,000. A galvanized iron shed was destroyed.

#### CHRISTMAS EVE FIRE

Christmas Eve of the year broke out bright and not too cold. Theatre goers had settled in their seats in downtown theatres when the noise of swift moving fire trucks told of a serious conflagration. Fire had broken out in the Shuttlework Chemical factory, Shuter and Victoria

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streets, gutting the building, causing ten firemen to spend a miserable Christmas when overcome by chemical fumes, and doing \$300,000 damage to building and contents

Explosion of chemicals within the buildings and back-drafts struck the firemen sending them scattering in all directions, some being lifted bodily and hurled down stairways. Heroic rescue work went on when fireman after fireman dropped in his tracks within the building.

Fireman William Corbett, of Adelaide Street hose wagon, saw two of his chums overcome, and rescued both before he himself gave in to the choking and blinding fumes of chemicals mixed. Man after man including the chief came out of the building to turn sick and then to enter again. For three hours this running blaze was fought before being put out.

#### TEN FIREMEN OVERCOME

The firemen overcome were: Lieut. Herb. Smith, James Brady, David McCrea, William Davidson, Fred Walsh, Wm. Walker, Reginald Bevington, John Kelly and E. McCrimmon. Capt. J. Dixon, of Lombard Street hall, was scorched about the face.

Credit goes to the Life Saving crew officers who came to the fire although uncalled for and did good first aid work among the men overcome.

Adelaide Street hose wagon was hit by a street car while responding to the alarm. Berkeley Avenue hose wagon collided with a motor car while going to the scene. In neither case was anyone injured.

#### CONTINUE MOTORIZING DEPT.

Another step was taken toward motorizing the department in 1921. Five more motor trucks were bought and four of these were triple-combination pumpers. They replaced three ancient steam-engine pumps, the four going into service in four months. Purchased in August, November and December, they were placed for duty in Cowan Avenue, Dundas Street West, Portland Street and Berkeley Street halls. The other motor piece was a double combination truck.

#### MANY PROMOTIONS MADE

Promotions were also in order during the year. Four more district chiefs were made, ten captains and twenty lieutenantships given to the men. Much dissatisfaction was heard as red tape to quite an extent was used to gain these promotions. There are 14 district chiefs now, while there are two deputy chiefs and a chief. No more men were taken on.

The fire loss for the year was \$1,980,123, and 2,278 alarms were answered. There were but four fires worthy of mention. In his yearly estimates Chief Russell asked for money enough to purchase eleven more motors.

#### MANY RESCUES AT FIRE IN 1921

Breaking out in the elevator shaft of a three storey building at 22 Wellington Street, fire did \$175,000 damage before being flooded out with the high pressure. The stock was a miscellaneous dry goods one. Fireman Bert Scott, tillerman of Lombard Aerial, had his hand cut.

Seventeen persons were rescued and two firemen and a civilian injured when a blaze, believed to have been of an incendiary nature, gutted the Forum building, at Gerrard and Yonge Streets, in the early morning hours of January 28th. Twelve firms were wiped out and several families had to seek new quarters. The damage was \$200,000.

Flames were shooting skyward towards the roof and leaping half way across Yonge Street when Yonge Street fire hall crews left their station to respond to the alarm. The blaze spread rapidly and the building appeared like a roaring furnace when the many other crews responded to the second alarm.

That the seventeen occupants of the building escaped was due to the presence of mind of James Mort who ran along all the hallways giving the alarm. The W.C.T.U. was a haven in need to the many persons who escaped in their night attire. Twenty lines of hose were used while the water pressure was good. The roof and two upper floors caved in. After this the blaze was easily drowned out.

Falling red hot tiles struck Fireman W. R. Bullock, of Portland Street hall, while Jack Kelly, of aerial No. 3, received a bad gash in his throat when he fell from a ladder. Bullock, it will be remembered, was the man injured when the aerial ladder crashed down at the McKinnon fire a year ago.

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Police and officials from the Ontario Fire Marshall's office investigated this blaze but the investigations ended in no action.

### MILITARY STORE HOUSE GUTTED

Only a slow rising smudge of smoke rising in great wisps here and there above a pile of a varied stores marked the site where once stood the Ordnance Stores No. 2 in Garrison Common, where fire, of unknown origin but believed to have been incendiary, broke out razing the building and destroying stores to the value of close to half a million dollars.

The fire started in a long rectangular building which was easy to get at from the four sides. The only fault the firemen could find was with the water, the pressure being very poor. The blaze made a nice spectacle, and was witnessed by a large crowd. It broke out on May 18th, luckily some time before the Exhibition was opened.

"The Western Cattle Market," on September 9th of the year, was the last great blaze. And great it was.

Covering a square of  $7\frac{1}{2}$  acres, dotted here and there with low wooden construction cow-sheds, the cattle markets went up in one great blaze, burning for half an hour and slowly dying out, with 40 lines of hose playing on it from every angle possible.

Over 300 heads, including cows, sheep, bullocks, lambs and horses were burned. Good work on the part of the firemen in using their axes saved as many more from a similar death. The Yards are owned by the city and the damage they suffered was \$60,000.

### ATTEMPTS AT INCENDIARY

A most glaring attempt at incendiary was discovered by the firemen when they answered a call to 26 Cecil Street on September 28th in the afternoon.

Holes were chopped through the walls and tablecloths, sheets and blankets saturated in coal oil were drawn through from room to room and down the stairways when the firemen entered the house. The fire-bug was never caught. The damage was slight. While apparently knowing how to lay the foundation for a blaze the fire-bug did not know how to start it. It had been ignited from the bottom and had burned itself out at the stairway door.

### LAST OF STEAMERS GOES

Gone to be forgotten are the ancient steamers. They made their last show in December, 1921, the last one leaving Brockton hall on Dundas St. West, after 26 years of service rendered faithfully and satisfactorily, to be replaced by the more modern combination motor pumper.

The motorization of the department has been going on for the past nine years, and within a few more years horse drawn vehicles will be things of the past, something to look back on, and, incidentally, a thing which shows how the department has progressed. But though the "steamers" may be missing as other horse-drawn wagons, the "oldtimers" of the department will never forget the service rendered

### OVER 70 YEARS

Introduced in the Fire Departments in other cities as far back as 1850, when they were first built, the steam pumpers came into the limelight of Toronto in 1861, while the city was still young, and while the corner of King and Yonge Streets was anything but a busy corner. The first one was bought by ex-Chief Graham, and had been built by Silsby & Co. in the United States. A second machine was bought almost directly after the first one, so excellent did it prove in service.

The two steamers were used while the old water system—by corner tanks—was in effect. Large water tanks were installed on several corners. One steam-pumper was stationed at the Bay to pump the water which was relayed from one tank to another and pumped by the other steamer at the fire.

### YEARS OF DISUSE

Then came the time when the new water system—the one in use at present—was installed, and with this the steamers went into disuse. The pressure given by the new system was sufficient for the necessary protection needed by the city of Toronto and its buildings, at that time. No better water pressure was needed. For almost 25 years the steam pumping engines were left unused, except at big fires, even then on rare occasions only.

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## A STEAMER REVIVAL

Then came the time when the city, growing rapidly and steadily, became too large for the water system alone to afford the proper protection from fire needed, and so once again the steamers jumped to the fore. Seven more new steam engines were bought while the department was run under the guiding hand of Chief Graham and then under Chief Thompson. They served also under Chief Smith—the former chief and under the present chief, William Russell. From 1895 until 1920 the steamers pumped water steadily when called upon. They witnessed many fires, amongst which the largest was the “1904 conflagration” when \$10,000,000 damage was caused and the blaze lasted for two weeks. They proved their value to the department during many trying times and never failed.

There were five makes of steamers used. They were the Ronald, Boustead, the Silsby, the Amosheag and the Waterous, the latter being a product of Brantford, Ont. They weighed from seven to ten tons and were valued at approximately \$5,500. The first engine was sheltered in Richmond Street hall, when that hall was known as the “long shed.” It was drawn by two horses, and was a Ronald, also made in an Ontario city.

The introduction of motor pumps was made in 1912, and one built by the Waterous people was bought by the department. Seven years later two more motor pumps were ordered. These were more modernized than the previous one and gave better service. They were built by the American La-France firm. With the coming of these two pumps the doom of the steam engines was sealed. In May, 1920, the first steamer was discarded, and as more new motor pumps were bought and put into service the steamers began to make their exit one by one.

## “DAN” AND “HARRY”

Torn between their desire for a new motor pump and sorrow over the loss of Dan and Harry, the two animals which pulled the last pumper, District Chief George Bell and the firemen of Brockton Hall were a trifle reluctant about letting the two faithful steeds go. The steamer, a Waterous, had been in use since 1910 in that hall. Dan and Harry had been drawing it for six years when their service over with, the mechanical motor replacing them, they were sold, the fate of their fellow mates in other halls. Both horses and steamer had been mute witnesses to many changes on the department and of many conflagrations. The engine had done service in Mount Dennis and Weston as well as in the city. It was in use also at the Sanitarium.

## MOTORS MORE SERVICEABLE

There can be no doubt as to the fact that the motor pumps are more serviceable and go towards making the department more able to render the proper fire protection needed for a city of nearly three-quarters of a million population. As the years went by the pumps were improved upon until to-day when a motor pumper is bought it not only replaces the old horse-drawn steam engine but also the ancient horse-drawn hose wagon, and adding to these two the modern chemical wagon.

So that the motor pumps—a one wagon affair—takes the place of three wagons, acting as pumps, hose wagon and chemical when needed. It means economizing in halls, in men and in the expense of running and upkeep. It travels much faster, there is no danger of anyone becoming overtired, and it can move from one end of the city to the other on very short notice. There are five triple-combination motor pumps and six double combination motor pumps on the department. The triple pumps are valued at \$17,000 and weigh about 7,400 pounds.

A problem for the department to solve will be what to do with the old “steamers.” They have been offered for sale, but they are now so ancient not even the small cities will buy them. It is believed they will have to be scrapped and sold. There are now left on the department twenty-two horses, and they are disappearing slowly but surely.

We look back but one year and see the department still progressing favorably and becoming motorized slowly but surely. Four more motors were purchased during 1922, two being pumps, one an aerial and the other a service truck. The two pumps were purchased in August and placed in Yonge Street and Yorkville Avenue halls.

## NEW HALL—NEW TRUCK

For the service truck a new hall was built. It adjoins the fire hall at College and Bellevue and a more up-to-date cosier place or more pleasant would be hard to find. Another hall was built on Ashbridge's Bay but to date no wagon has been placed in it to do duty. The waterfront

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has not built up yet is the reason given. It is there when needed. The last two halls added made a grand total of thirty-one stations.

### TWO FIREMEN KILLED

Two fatalities mar the year's record. Fireman J. Johnson fell from his truck while responding to an alarm on Queen Victoria Day—May 24th—and died as a result of injuries received. Fire crackers was the cause of the blaze.

The second death was even more sudden. Lineman Jack Murdock, of the Fire Alarm Signal Service, was testing a box just across from the Headquarters on Adelaide St. West when he was electrocuted.

He had opened the first door of the alarm box and had inserted the key to the second door when he was electrocuted. The ground he stood on was wet, rain having fallen previously. His fellow worker with him attempted to drag the unfortunate man from the box but was only burned about the hands and face in the attempt. A blanket was used to pull the man away. He was dead.

### HORSES DIMINISH QUICKLY

With the addition of the four trucks, eight horses were sent to the stables. In 1915 there were 108 horses.

The strength of the force decreased by two men. There were 2,413 alarms answered and the total fire loss for the year is \$1,809,701, much less than last year's loss. Of fires the year had its share.

Seventeen persons were imperilled when fire broke out in the three-storey rough cast building at Yonge and Ann Streets shortly before 5 o'clock on the morning of January 19th, 1922, while \$15,000 loss was suffered.

Firemen were on the job promptly and subdued the flames within two hours. Many families had to seek new quarters. The firemen were called upon to do rescue work.

Over \$50,000 damage was done to the Allen building at Simcoe and Pearl Streets when fire started on Wednesday, March 15th. The Swiss Laundry was also damaged by smoke and water. The fire was confined to the upper two floors of the building.

The third short and furious blaze which necessitated a second alarm being turned in originated in the D.S.C.R. garage and Vet-Craft shops on Dupont Street on March 23rd. The returned men suffered a loss of all their handiwork and many large motor trucks, the aggregate loss being \$40,000. Fireman Wesley Cook was overcome by smoke. He is attached to Rose Avenue crew. Good pressure and plenty of water gave the firemen the handicap over the blaze.

### ANOTHER LANDMARK GOES

The Old Royal Theatre building, a landmark in Toronto, was gutted by a noon hour blaze on July 5th which did approximately \$150,000 damage. The Ives Bedding Company and the Standard Hat were the main losers. The blaze was believed to have been an incendiary and police investigated. A man was alleged to have been seen hanging around the place. He was never located, if he existed. The building had once been the first theatre Toronto called its own and was then known as the "Royal Lyceum." This was in 1848. Many distinguished actors and actresses were seen on that stage in years gone by.

### SWIFT CANADIAN PACKING GOES UP IN SMOKE

Blinded and choking by heavy smoke and ammonia fumes, with total disregard for their own safety, and with seeming unlimited capacity for punishment, firemen for five long weary hours battled a most stubborn blaze in the north-west wing of the Swift Canadian packing plant in West Toronto on September 8th.

The roof collapsed shortly after the firemen got there. The blaze broke out inside the building and it was fully two hours before it showed itself to the firemen. A few hundred thousand pounds of lard burned, 2,000 carcasses of lamb, 100 of beef and sausages galore. Thirty-eight lines of hose were played on the building before the flames were beaten out, and a damage of close to \$200,000 done.

Several times the firemen had close calls, while after fighting the smokey, fumeey blaze from within the building they would come out bleary eyed and sick with ammonia fumes. During the blaze the radial service was tied up.

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### ELEVEN MEN INJURED AT FIRE

Eleven firemen were injured while \$40,000 damage was done by a fire which twice visited the factory of the Adjustable Dress Form Company, 14 Millstone Lane, shortly after 5 o'clock on the morning of October 5th. The blaze started in the basement and spread rapidly. The fire was not a spectacular one but dense smoke hindered the firemen somewhat.

The men injured were Fred Walsh, Lieut. Nick Courtney, Samuel Cole, Capt. W. Hawkes, Dick Britton, J. Sproule, A. Davidson, E. Barbeau, Harry Tuttey, W. Stevenson and J. Murley. They were injured and some also overcome. J. Sproule and N. Courtney had to go to hospital while the others were attended by medical men and resumed duty. Much machinery was destroyed. Overhead wires were a hindrance to the firemen as well as a danger.

### ANOTHER PUNISHING BLAZE

Half a dozen firemen were once more casualties at a blaze which broke out in the basement of the Sterling Furniture Company, 291 Yonge Street on December 11th. Noise of an explosion and breaking glass gave the alarm.

The firemen narrowly escaped drowning when while fighting the blaze in the cellar a water main burst and flooded the basement with water to their waists. Heavy smoke fumes soon troubled the firemen after being in the building for some time, and as they were overcome they dropped below the surface of the water. Other firemen however rescued them in time. It was dangerous work from the start. The firemen were much hampered by the stock. The loss was placed at \$55,000.

### DOG RAISES ALARM

The alarm given by a dog to a fire which broke out in the stable and ice house of the Lake Simcoe Ice Company at 43 Florence Street the next day, seventeen families were aroused; the fear that flying sparks would ignite their homes which surrounded the burning building caused them to flee, taking what valuables were portable.

Stable and ice house adjoined formed a rectangular building. It was isolated in a field and enabled the firemen to get at it from all sides. Fourteen horses were suffocated and burned while 100 sets of harness were lost. The loss was about \$15,000.

### FIRE LAUNCH IN 1923

In this year, the last record—1923—the latest addition is a modern fire launch, called the "Charlie Reed." It replaces the fire tug "Clarke," hired by the city.



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The launch is 50 feet long and 12 feet over all the width. It is fitted with two motors, one for driving and another for pumping, and has a capacity of 1,200 gallons a minute. It has a speed of 14 miles an hour and a crew of five men, a pilot and four firemen. There are two combination pumpers and two trucks on order to be delivered this year.

And now we view the department from a close-up vantage point. It is the last year on record, and on looking over the Toronto Fire Department one cannot find a more efficient force in any city on the continent.

#### SUMMARY OF GROWTH

Growing from a voluntary brigade to a red-shirt troupe, then to a blue-uniformed smart brigade, the department has progressed with remarkable speed to a rating and standard that is hard to beat.

The strength of the department to the present date is approximately 652 members, including office staff, officers and men, 34 fire motor trucks, eleven rigs with 22 horses, and the fire launch. There is as complete a fire signal alarm system here as in any city, and it covers Toronto's area of thirty-two square miles. The thirty-one fire halls are spread at the best points of vantage in the city, that will offer the maximum protection. A most up-to-date garage in charge of James Agnew is also boasted of.

Chief William Russell has two deputy chiefs and fourteen district chiefs that cover the districts. They are: Deputy Chiefs George Sinclair and Duncan McLean; District Chiefs W. Corbett, A. Gunn, T. R. Jones, J. C. Dunn, J. W. Fox, Thos. Tate, J. O. Poole, G. A. Bell, F. Milligan, W. Davidson, E. Kearns, John McQueen, C. J. Fox and J. S. See.

Such is the Toronto Fire Department in the year 1923 A.D., and there are very few complaints registered against the department.

#### END OF HISTORY TO 1923

While 1923 has not completed its full run of twelve months it has however had its share of large fires.



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March 11th, 1923

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### SEEDS

Adelaide & Jarvis Streets, TORONTO



Twelve homes were wiped out, forcing twelve families to flee when fire swept away eight military "huts" located in Rosedale, just north of St. Andrew's College, on February 3rd, doing a damage of some \$75,000. Fifty-six persons were rendered homeless.

The pressure was very poor and there was a lack of water, which meant a serious handicap to the firemen. Prompt relief were given the families by the military authorities.

The Canadian General Electric Company suffered the loss of their Vacuum Tube Division factory, in King Street subway, by a Sunday fire, on March 12th. The building and contents lost were valued at \$75,000. On account of the vast space it covered it took many lays of hose to fight the blaze. The danger lay in the wall collapsing at any time.



PARKDALE CANOE CLUB, APRIL 23th, 1923

Eight firms in a building at 40 Adelaide Street West were wiped out by a fire which broke out on the top floor and spread rapidly on the early morning of March 18th. The damage was said to be about \$125,000. It proved a stubborn blaze and was all inside the building. Very little flame was noticed from the outside.

One week later fire broke out in the adjoining building destroying it and My Valet plant. doing a damage of \$75,000. The cause of the blaze was never found out although an investigation was held.

Breaking out in a girl's studio and spreading with such force that the firemen for a while were unable to stop its progress, fire of unknown origin originated in the Havergal College, on Jarvis Street, on April 18th, and as a result \$15,000 loss was suffered while 500 girl students, residents and day pupils were without class rooms. The blaze occurred during the day, which was very fortunate. Had it occurred at night many lives might have been lost.

#### P.C.C. LOSE CLUB HOUSE

The charred shell of the former imposing structure of the Parkdale Canoe Club alone tells the tale after being visited by fire on April 26th, which is believed to have been of incendiary origin. The beautiful club rooms with dance-hall, dining hall, billiard rooms, studios and boat houses are naught but ruins. The loss is \$130,000.

This was the second blaze within a week. The first one was nipped in the bud and no loss suffered. It was also believed to have been incendiary.

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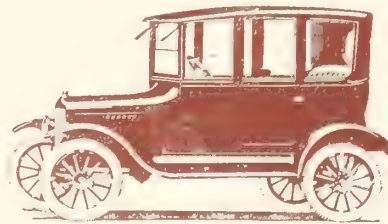
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The blaze was very spectacular and could be seen for miles around. As the club house is situated right on the Lake it made a pretty scene viewed from a boat miles out on the Lake.

There was much talk complaining of the firemen's tardiness in getting to the blaze, but this was denied by the Chief and records bore out his denial. The firemen battled the blaze some hours before conquering the flames. The last big fire the Canoe Club suffered was in 1913.

Once again Toronto's heart of the commercial block was threatened by fire when it broke out at 33 Front Street West doing a damage of over \$100,000, and destroying two large concerns, Higgins and Burke, and Morin & Co. Nine firemen had a narrow escape from serious injury while fighting this blaze when an explosion occurred, blowing out all the windows close by where the firemen stood directing the water into the burning building. Fireman Eddie Cosgrove suffered from a severed artery. The blaze was checked within 15 minutes, so fast did the firemen work, and with such feverish haste, successfully avoiding the catastrophe of 1904.

#### SO ENDETH HISTORY

This history of the Toronto Fire Brigade is complete, and there are not many cities that can boast of an eventful, more rapid progress or a finer body of men than the Fire Fighters of the Toronto Brigade.



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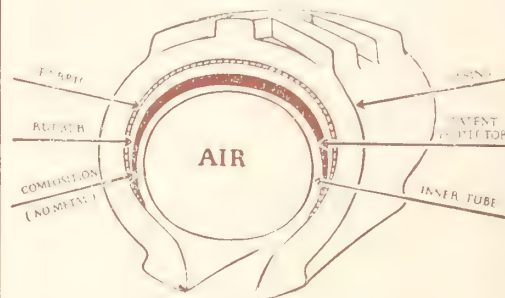
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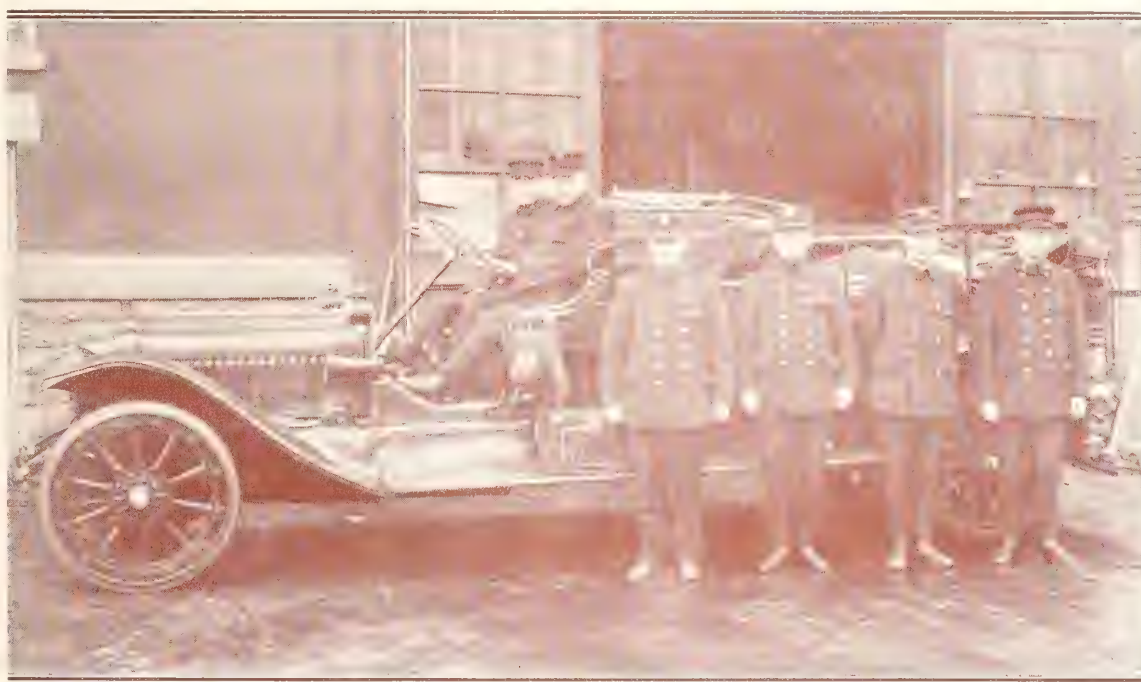
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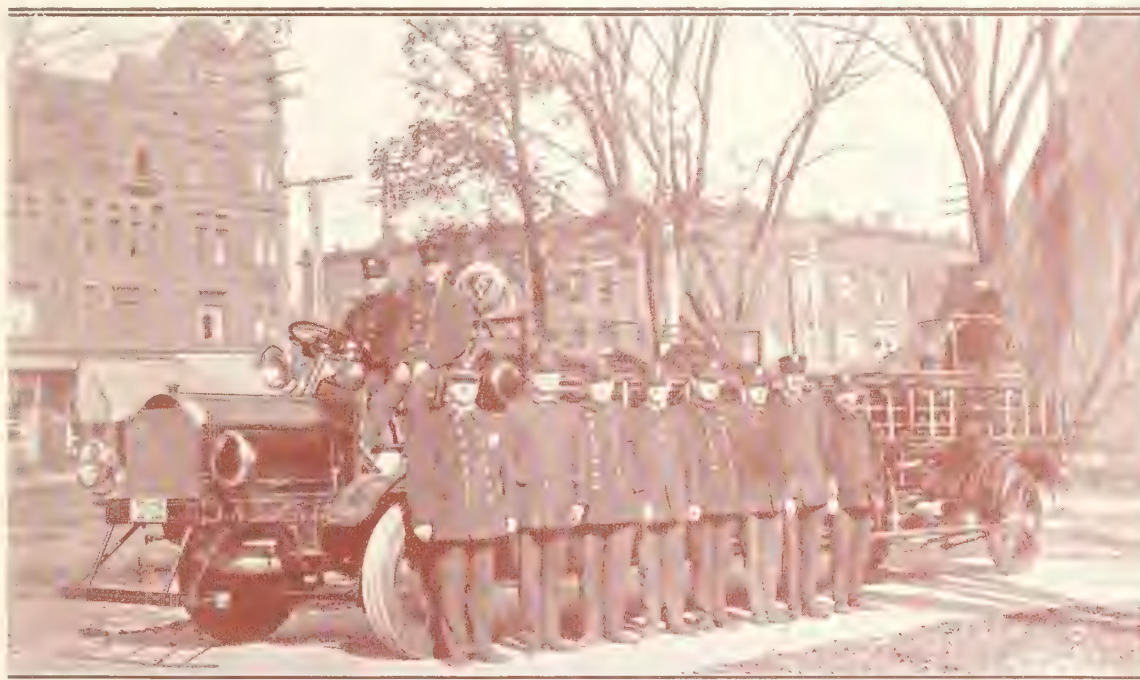
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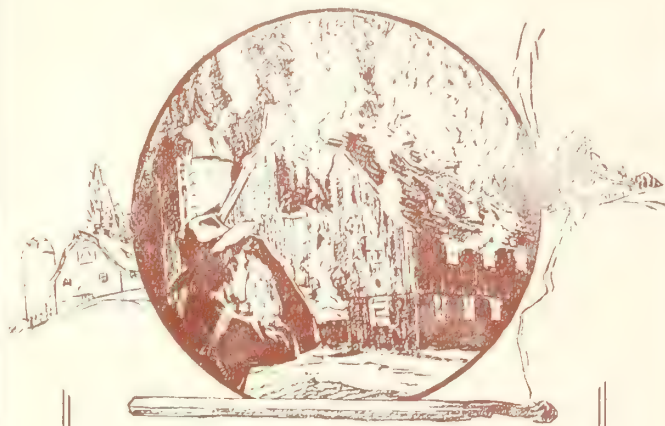
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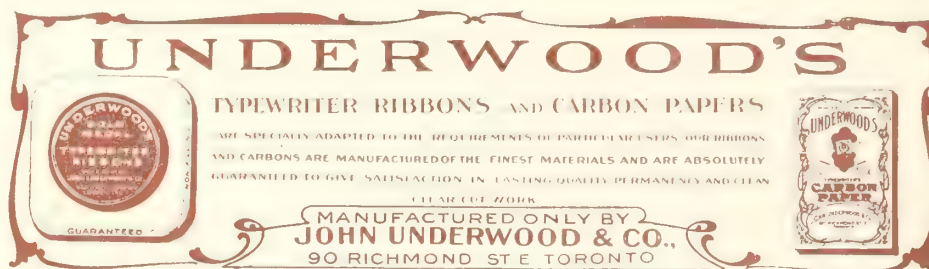
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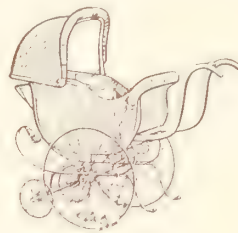
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40-circuit testing board, a 20-circuit box relay board, 10-circuit joker relay board, 10-circuit gong board, a 10-4 dial manual transmitter for gong and joker lines, 4 5-circuit punch registers, 2 single circuit registers with automatic time stamps for recording signals, a 40-circuit annunciator board, 4 10-circuit automatic charging and operating storage battery switch boards, storage battery, a motor generator set and a direct current service as auxiliary for charging batteries, a department telephone switch board with connections to all fire stations. There are 550 street fire alarm boxes connected on the several box circuits throughout the city; each street box circuit is connected to a relay Morse key tap bell and through local circuit to one pair of registers automatically transmitted to the several fire stations on punch register and tap bell, the operator repeating same over gong circuits from manual transmitter to the large electro-mechanical gongs in fire stations.

All circuits are protected by two sets of  $\frac{1}{2}$  ampere glass enclosed wire fuse Argus type lightning arresters having grounded plate and plush type protectors on the protector board,  $\frac{1}{2}$  ampere fuse on battery board and voltage racks also in cable boxes on poles. Current for operating the system is supplied by 5 ampere hour Cloude accumulator storage battery in duplicate, in all 1,220 cells; the cells are mounted on glass rails on double porcelain knobs supported by wooden racks on the 3rd floor of fire alarm building. The alarm boxes are mounted on poles and are of non-interfering succession types; each box has a key under glass guard, which must be broken and hook pulled down to send in an alarm.

The fire alarm staff consists of Superintendent, Assistant Superintendent, 4 Fire alarm operators, 3 Line Men, 4 Telephone operators



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#### THE FIRE FIGHTERS IN ATHLETICS

The Fire Fighters have within their membership several fine athletes who would be a credit to any athletic organization. It is doubtful if any athletic association in the country can supply as many first class entries for a general track and field event program as the Fire Fighters of Toronto.

They have several sprint men; a supply of 440 yds., half mile, mile and long distance men; jumpers, shot putters, hammer throwers, ladder teams and hose teams.

Since they first took part in sports as an organization five years ago they have taken second place to none.

The large trophy in the centre, which was presented in 1918 by the Toronto District Labor Council for general proficiency in Athletics in the Labor Day Games, was won in 1919, 1920, 1921 by the Fire Fighters and is now their permanent property.

These games are open to members of any union that is recognized by the Trades Congress of Canada, and are held in front of the Grand Stand at the Canadian National Exhibition on the first Monday in September each year.

The second trophy from the left, a sterling silver cup, was presented for competition by the Toronto District Labor Council in 1922 to replace the one won outright by the Fire Fighters. You will note there is only one shield on this trophy. On that shield is engraved (Won 1922 by Local 113 International Association of Fire Fighters). It is the desire and the intention of the Fire Fighters to see the same engraving on the next two shields.

The third trophy from the right, presented by M. Thomas, General Manager of the American La France Fire Engine Co., is for competition on the baseball field. The Fire Fighters have for the last four years run an eight team baseball league, and if anyone is in doubt as to the sincerity of the boys in sport just let them attend some of the ball games which are played in the mornings at Willowvale Park or at Broadview and Danforth Ave., and they will find the same spirit there that prevails when the Fire Fighters are on duty battling the fire demon.

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The trophy on the extreme right, which was presented by Ellis Bros., jewellers, to be competed for in the Fire Fighters Field Days, is emblematic of the best all round athlete of the department.

The trophy on the extreme left, presented by the Dunlop Tire & Rubber Co., is emblematic of the best all round athlete in the Fire Fighting service in Ontario. This trophy has been held since 1919 by members of the Toronto Dept.

The beautiful trophy in the centre (front) was presented by Mr. Roth Eaton for competition between the five pin teams. Six miniature trophies accompany this one and are presented yearly to the members of the championship team. The large trophy being held by the championship team for one year. There has been as much, even more, competition for this trophy than any of the others. Through the winter months 20 very evenly matched teams have battled on the alleys for possession.

The second trophy from the right was donated eleven years ago by Ryrie Bros., jewellers, for the Union mustering the greatest percentage of its membership in the Labor Day Parade, and is now held by the Fire Fighters.

The third trophy from the left, donated by the General Labor Day Committee for General appearance, proficiency in marching and percentage of membership mustered in the Labor Day Parade is at present held by the Fire Fighters.

The silver mounted ebony gavels accompanying this trophy, a pair being presented annually to the Union winning this event.

Though there are many athletes in the Dept. who will compete against most any opposition to make a name for their organization, credit for gathering so many beautiful trophies and the thousands of dollars worth of prizes won by the different athletes must be divided with those who have spent months of their time digging up raw material, training it, and promoting athletic meets.

The Sports Committees of the Fire Fighters Association have from year to year worked hard and though their field days have not as yet been a financial success they have the satisfaction of being classed by the sporting public as one of the best organizations for the promotion of clean sports and athletics in this locality. They started off some years ago with picnics which always had a fine program of sports. Then a baseball league was organized. Shortly after that a bowling league.

In 1920 they held a field day at Hanlan's Point that was considered by all who attended to be one of the finest programs and best handled affairs ever held in Toronto. Both their entry and prize list were far from the ordinary.

No doubt the poor patronage given the Fire Fighters on this occasion was mostly due to the fact that the sporting public had pretty well broken away from these affairs, this being the first field day held in Toronto since before the War.

Regardless of considerable financial loss on their first venture they decided in 1922 to promote another field day, and in that year held at Varsity Stadium a very fast meet which without a doubt was the most attractive day of sports held in Toronto in a great many years.

Their open events, which were entered by the best athletes in the district, were run in close to record time, and the closed events almost as fast. When it comes to showy demonstrations of speed and skill the Fire Fighters sure were there with their ladder contest, hook and ladder races and hose reel races.

The Committee in charge came through with a reputation as first class sport promoters and broke about even on the financial end of it.

Preparations are now being made for another field day in 1923 in which it is to be hoped that the sporting public will reward the Fire Fighters for their hard work and persistent efforts to promote clean amateur athletics by attending in greater numbers than previously.

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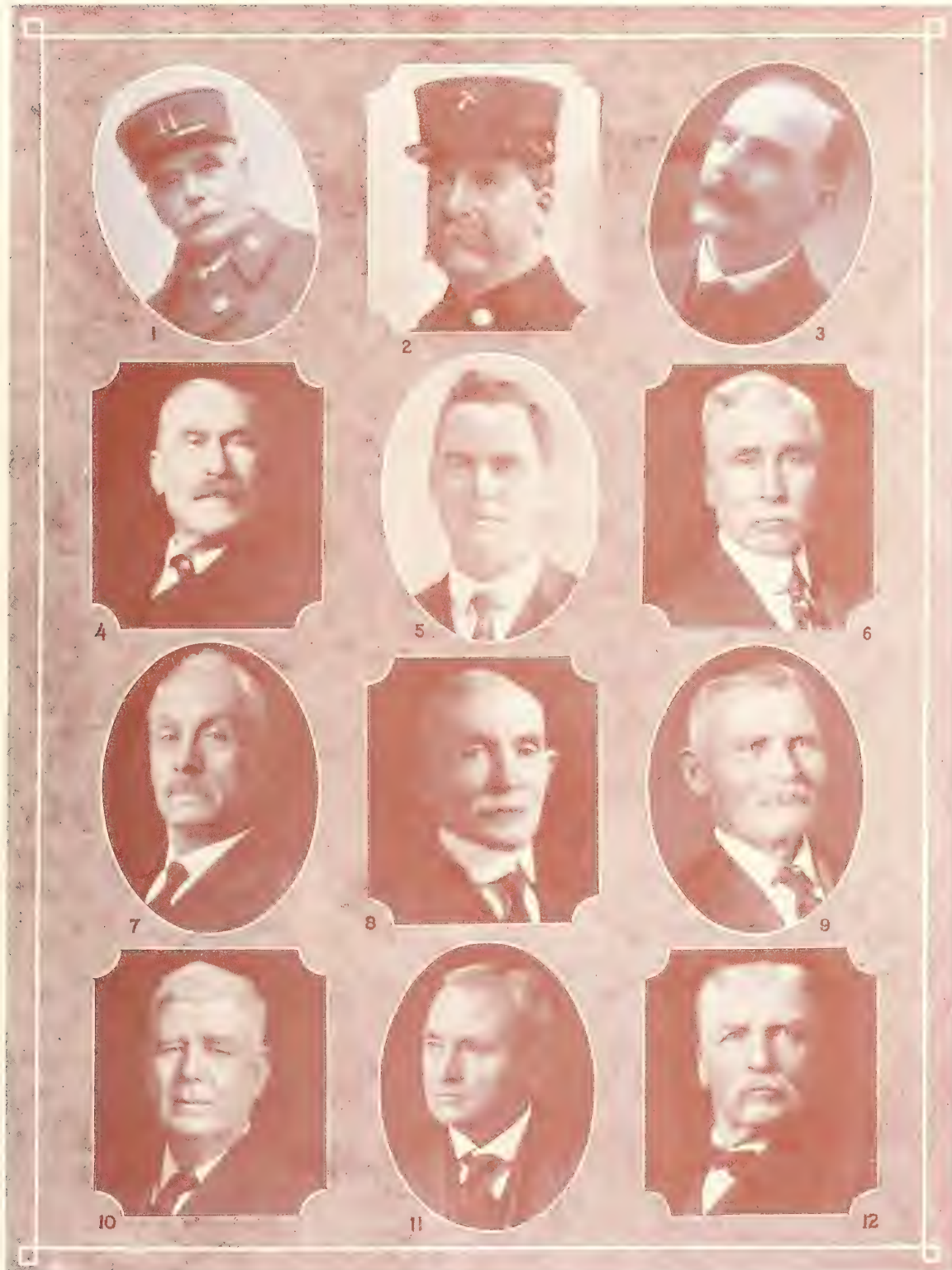
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5—CAPT. W. J. SWIFT  
8—CAPT. W. PATTERSON  
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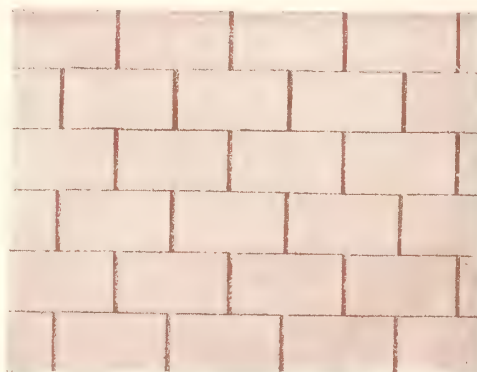
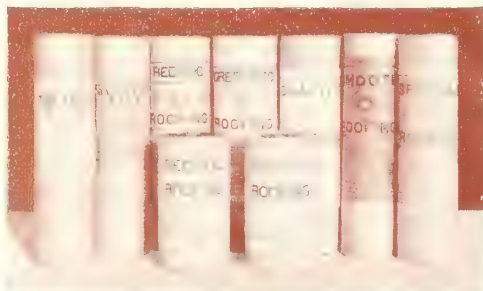
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## Number of Alarms with Losses and Insurance for the Past 37 Years

Year	Losses	Insurance	Alarms
1886..	\$ 280,902.00..	\$ 1,164,163.00	274
1887..	74,685.00	638,149.00	308
1888..	215,194.00	967,979.00	311
1889..	134,760.00	1,016,138.17	317
1890..	487,186.44	1,184,473.50	385
1891..	210,115.93	1,150,206.66	442
1892..	220,509.15	1,111,106.99	503
1893..	195,403.67	1,021,081.00	555
1894..	152,281.91	1,153,992.70	541
1895..	1,817,374.00	3,553,711.00	581
1896..	292,256.00	1,133,823.00	597
1897..	666,621.00	2,500,187.00	582
1898..	458,331.47	1,776,657.00	713
1899..	351,307.60	1,271,545.25	840
1900..	182,334.26	993,935.00	746
1901..	122,126.53	1,079,626.00	655
1902..	423,544.73	2,111,362.00	798
1903..	273,696.70	2,111,724.96	867
1904..	10,956,546.35	10,899,716.65	771
1905..	448,664.04	2,246,486.66	779
1906..	667,247.35	3,679,744.60	854
1907..	1,107,542.49	5,315,145.00	1,061
1908..	1,073,989.93	4,218,783.00	975
1909..	740,931.78	2,531,741.75	1,103
1910..	259,741.36	3,036,631.00	1,267
1911..	447,988.84	3,751,095.00	1,593
1912..	1,112,484.49	5,428,566.00	1,670
1913..	947,055.45	6,147,500.00	2,025
1914..	1,414,663.00	16,493,234.00	2,137
1915..	1,156,284.00	12,738,746.00	1,881
1916..	1,525,161.00	11,445,834.00	2,071
1917..	1,343,803.00	5,944,185.00	2,042
1918..	2,261,438.00	38,445,280.00	2,450
1919..	1,522,856.00	10,872,400.00	2,356
1920..	2,121,185.00	24,397,681.00	2,717
1921..	1,980,126.00	19,743,647.00	2,278
1922..	1,809,701.00	27,832,581.00	2,413

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## The Fruits of Organized Effort of the Firemen



THE organization of Firemen have been given the credit that they have been capable of attaining more objectives in the short space of two years than that of any other organized body, which goes to prove as a matter of fact the real benefit of organized effort, and at the same time keeping uppermost in mind that they must be conservative in their requests and not too radical in their demands.

At no time have the firemen ever asked for anything that could be termed radical or unreasonable, and upon this fact rests the main point of the success that has met the efforts of the officers responsible for the conditions of to-day pertaining to firemen.

At a regular meeting of the Toronto Fire Fighters' Association in the early part of 1920 it was brought to the attention of the members that if proper efforts were put forward it might be possible to have the firemen included in the Lord's Day Observance Act, which provides Dominion Legislation giving the industrial workers one day off work in every seven. The members then elected a committee to go into this matter and report on same. After considerable investigation, getting advice from one quarter and another, it was eventually found that they could not come under the classification of an industrial worker in the meaning of the Act, but the committee were advised that if they should seek from the Ontario Legislature an Act providing for same that it might be entertained. Upon reporting this to the next meeting the members then instructed the committee to take such steps as they thought necessary to bring this matter before the next session of the Legislative Assembly of Ontario.

The committee then found that one of the greatest obstacles was that this legislation was only being sought by Toronto Firemen, so they immediately took steps and corresponded with every organized or permanent body of firemen in Ontario, placing before them the nucleus of the legislation the Toronto Fire Fighters had in mind. It was then found necessary that as many of the fire departments of Ontario as possible should be visited by Toronto members so as to explain the proposed Act thoroughly. This was done and the success met with can only be judged by the support that was given to the Act in the form of the canvass that was put up to the Members of the Ontario Legislature in all constituencies.

The next line to follow was to get a good member of the Legislature interested in the Firemen's Legislature. After interviewing different labor men the committee were finally referred to Mr. James Simpson, he at once became interested and made arrangements for the Committee to meet the Hon. Mr. Walter Rollo, Minister of Labor, and place the question before him for his judgment. This was done, and, acting upon his good friendly advice, the committee had the proposed Act drawn up and Mr. Thos. Tooms, M.P.P., representing the Peterborough riding as a Labor Member, introduced the Act to the Ontario Legislature, which passed its first reading on April 26th, 1920. The committee at that time thought they had achieved wonders, not knowing the hard bumps they were yet to receive, for it must be taken into consideration this committee were not politicians but only ordinary firemen who were out working in the interests of the Ontario Firemen as a whole, and were therefore ignorant, in a sense, on account of their inexperience with legislative matters.

Upon having the Act introduced the committee acted on the advice of Mr. Simpson and started a complete canvass or lobby, whichever you wish to call it, of every member of the Legislature, irrespective of politics. This may sound simple on paper but to do it is a much harder task as there are some one hundred and eleven members of the Legislature to get in touch with. It must be said that when it was explained to these members that the Ontario Firemen who worked under the old continuous duty system practically and actually did in some cases work as much as twenty and a quarter hours per day, seven days of the week, and those firemen who were graced by the fortune of working in a municipality where a reasonable council had given them the two platoon system, worked even then an average of twelve hours per day, seven days per week, or in other words they worked eighty-four hours each week in comparison to the Policemen and other civic employees working an average of forty-eight hours per week, as they only worked an eight hour day and six day week, they promised that they would give their whole-hearted support to the measure as they thought it most reasonable.

On May 5th, 1920, the Act, which is termed as "The Fire Departments Hours of Labour Act, and classified by the Firemen as being "THE DAY OFF ACT," was given its second read-

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ing and passed in the Legislature. The next procedure was for the Act to come before a committee known as the Municipal Committee and who consider all measures that affect the municipalities. The committee were advised then that it would be to their best interests to have lined up the heads of every organization who were supporting the firemen in this matter. Not only was this done but also telegrams were sent out to firemen in each permanent fire department asking them to put forth a final effort and see their local representative to the Legislature, asking for his endorsement of this Act and his support, also asking that each of these permanent fire departments have a representative at the Parliament Buildings in Toronto, on the day the Act came before the committee of the Legislature.

On the day the Municipal Committee dealt with the "Day Off Act" the Firemen's Committee had lined up representatives of the Lord's Day Alliance, Great War Veterans' Association, Grand Army of United Veterans, United Veterans' League, Trades and Labor Congress of Canada, Independent Labor Party, and also representative firemen from Hamilton, Guelph, London, Etc., to state how necessary this legislation was, not only to the personal interests of the firemen but also on account of the increased efficiency it would bring. The Act passed the committee with very little dissent.

The next course the Act had to follow was that it had to be reported back to the House of Assembly and was then referred to a committee of the Whole House. When the Act came before the Committee of the Whole House it was received on all sides in a most attentive manner, and it would not be right that this occasion should be let pass without stating that it was remarkable for the leader of each of the four parties in the house spoke in favor of the Act. The leaders were: Hon. E. C. Drury, Premier; Mr. G. Halcrow, M.P.P., leader of the Labor Members; Mr. H. H. Dewar, the leader of the Liberal Party, and Hon. G. H. Ferguson, the leader of the Conservative Party, and it is to these public spirited men and their groups they represent that the Ontario Firemen must thank for the One Day Off in Seven Act.

May 13th, 1920, the Act providing for the Day Off was called by the Hon. Parliament, Speaker of the House, for its Third and Final Reading, it was moved by Mr. Thos. Tooms, M.P.P., after much praise regarding the moral of the act it was passed, and on January 1st, 1921, it went into operation.

No. 182

BILL

1920

An Act Respecting the Hours of Labour of Employees of Permanent Fire Departments.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

1. This Act may be cited as The Fire Departments Hours of Labour Act.
2. Where in any city, town or village there is a permanent fire department the officers and employees of which are regularly employed and paid by the municipal corporation, every officer and employee of such department shall be off duty for one full day of twenty-four hours in every calendar week, but where what is known as "double platoon system" is in operation in any such department the twenty-four hours' release at the change of platoons shall not be regarded as a day off duty for the purposes of this section.
3. The provisions of this Act shall have effect notwithstanding any regulation or by-law of a municipal corporation relating to a fire department.
4. Every fire chief, superintendent, director or officer or every such fire department who requires or requests an employee of the department to be on duty in violation of the provisions of section 3 shall incur a penalty of not less than \$10 nor more than \$100.
5. The penalties provided by this Act shall be recoverable under The Ontario Summary Convictions Act.
6. This Act shall come into force and take effect on and after the 1st day of January, 1921.

#### THE ONTARIO FIREMEN ORGANIZE AS A BODY

Seeing the fruits of this semi-organized effort for legislation it was brought forward at a meeting of the Toronto Fire Fighters' Association that an organization of all the Ontario Permanent Firemen be formed knowing how beneficial the same would be in respect to legislative matters. Therefore, acting on instructions, this same committee did on August 25th, 1920, have a convention called of the Ontario Firemen and from the same there was formed what is now known as "The Provincial Federation of Ontario Fire Fighters." These following officers were elected for the Ontario organization: President, Peter Herd, Toronto; 1st Vice-President,



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S. B. Blackler, Ottawa (now Chief of Pembroke); 2nd Vice-President, J. Hotrum, Hamilton; Secretary-Treasurer, David H. Lamb, Toronto; Executive Committee—A. S. Johnston, Fort William; G. D. Bolton, London, and R. McMillan, Whitby; Auditors—T. Vyles, London, and D. L. McCarthy, Hamilton. At this Convention it was voted unanimously that the President and Secretary-Treasurer be given full power to look after all Legislative matters affecting the Firemen before the Ontario Legislature and included in the agenda for the coming session was what is now known as the Two Platoon Act.

From the experience gained in legislative work the Hon. Mr. Rollo was interviewed and Mr. W. A. Crockett, M.P.P., representing the constituency of South Wentworth, was given charge of the Act after the same was drawn up. Upon going among the Members of the Legislature the Firemen's Committee were informed that there was a movement on foot to have the Day Off Act so amended that it would read as follows:—

Section 2 of The Fire Departments Hours of Labour Act be so amended that there be added to it "Except in cities, towns and villages having a population of less than one hundred thousand." Now this meant that it would only be of benefit to Toronto, Ottawa and Hamilton, as they were the only Ontario Municipalities with over 100,000 population. This indeed put a fright into the committee and meant many consultations and much action. Now, so as to give as much complete history as possible relative to the Legislative work of the firemen, it might be best that we review the both acts together.

On February 11th, 1921, Mr. Crockett, M.P.P., did introduce An Act Respecting the Two Platoon System for the Employees of Permanent Fire Departments and which passed its first reading without any dissent. Then on February 22nd, 1921, there was introduced another Act pertaining to firemen, but of a different disposition than the first mentioned Act. This Act was introduced by Mr. F. W. Hay, M.P.P. (now leader of the Liberal Group), and was to so amend the Day Off Act that it would only benefit such municipalities with a population of over 100,000, and it passed its first meeting. The Two Platoon Act will be referred to as Bill No. 89 and the Amendment Act of the Day Off Act to be known as Bill No. 124.

It was now just a case of having thrown your hat into the ring you must put forward every effort to materialize the best generalship so as to defeat the ulterior motives of the opponents to the cause of the Firemen. Therefore the first caution taken was to go to each member of the Legislature individually and explain in detail the benefits it meant to the firemen, and also the increased efficiency and return that the citizens would be getting if the Two Platoon Act would be endorsed and the Day Off Amendment Act defeated. Nothing worth any extra comment happened other than that on February 23rd and 28th Bills No. 89 and 124 respectively were given and passed their second reading and were referred to the Municipal Committee.

This now meant a case of rallying the forces together for real action, for upon talking to Mr. Hay he informed the committee we would have to guard our guns well or else the firemen would lose ground. That was all the committee needed to urge them on, and day by day it was a case of a steady canvass of each and every member of the Legislature from the Prime Minister down. So on March 3rd at 10 a.m. when the Municipal Committee convened, the Firemen's Committee had lined up all the organizations that helped the firemen previously and on the opposition was found Municipal Fire Chiefs, Solicitors and also the Mayors of many of the municipalities ready to help defeat legislation that was giving to the firemen humane working conditions.

It was moved by Mr. Curry, M.P.P., that both bills be considered at the same time, and this was amended by Mr. A. Lewis, M.P.P., that they be considered separately, with Bill No. 124 considered first. The amendment carried and gave the Firemen's cause the first round. The Opposition opened up by Mr. Hay, M.P.P., moving that the Bill No. 124 be reported back to the House favorably, and he was followed by different City Solicitors, Mayors and Fire Chiefs, and it was left to one of the Fire Chiefs to lay the weak claim when he stated, "Look at me, I have worked seven days a week under the continuous duty system and I don't think I look abused." This gives an idea of the basis of the claim that the Day Off Act should be amended.

After the opposition had completed their case stating why the Act should be amended, Mr. W. A. Crockett, M.P.P., opened up the attack on behalf of the firemen in a most admirable manner, and was strongly backed up by such members as Mr. A. Lewis, Mr. H. H. Dewart, and other members who are friends of the firemen. It was finally moved in amendment that the Bill No. 124 be reported unfavorably, and this was carried. This was Round Number Two in favor of the Firemen.

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Then Bill No. 89 was opened for consideration and led by Mr. W. Crockett, M.P.P., and who was backed up by such eminent men in organized movements as Mr. J. V. Conroy, of the G.W.V.A., who stated that it was to the interests of the returned soldiers that the Two Platoon Act should be passed as it provided more work for those who went overseas and who were now out of employment; Rev. Dr. Snyder, who strongly brought forward that it was an absolute necessity that all men should be treated humanely and not as slaves without any home life, as is the case under the continuous duty system; District Chief A. Gunn, who gave detailed statistics showing the great benefit the two platoon system performed in the health of the firemen in comparison to the old working schedule; President Herd, who ably explained what the firemen had to undergo in respect to the punishment they must take through heat, smoke and gases to overcome the ravages of the demon fire; Mr. James Simpson, of the I.L.P. then in a most aggressive manner told how different the work of firemen was to that of other organized bodies, for in other cases the workers would strike, while in the case of the firemen they would not be allowed to use that measure, and that it was necessary for them to apply for humane conditions to the Ontario Legislature. Mr. Crockett did then move that the Bill No. 89 be reported back to the house favorably, and this carried and gave round three to the firemen, as the Act to amend the Day Off Act was now defeated and now all the weight could be placed on making the Two Platoon Act successful.

On March 21st Bill No. 89 came before the Committee of the Whole House and it was here that the real battle was staged. After much debate and many amendments and motions, which were defeated, while some did not even receive a seconder, it was then moved in amendment that this Act only affect municipalities of 10,000 and more. With this amendment the Act was carried and another point in favor of the firemen gained.

Wednesday, April 13th, the Two Platoon Act, in the absence of Mr. Crockett, M.P.P., was introduced for its third reading by Mr. G. Halcrow, M.P.P., and then an action which is very unusual in parliamentary circles was taken by Mr. Calder, M.P.P. He moved, seconded by Mr. Marshall, M.P.P., that the Bill be not now read for the third time, but to be read the third time on this day six months. This brought nearly every member to their feet to speak on the Act both pro and con. Then upon a motion and the required number of members asking for same a division of the house was called and which resulted in the following manner, those members whose names are not mentioned did not come into the house to vote:—

In favor of Bill 89 being tabled—Messrs. Allan, Asmussen, Bowman, Calder, Cooke, Cridland, Ecclestone, Evans, Fowler, Govenlock, Hay, Henry, Ireland, Johnston, Kennedy, McArthur, McLeod, Mageau, Marshall, Mewhinney, Montgomery, Murdoch, Nixon, Oke, Racine, Rankin, Rennie, Ross (Kingston), Ross (Glengarry), Sewell, Stringer, Walker, Webster, Widdifield. Total 34.

Opposed to amendment to table the Act—Messrs. Black, Brackin, Buckland, Cameron, Carmichael, Carty, Casselman, Clarke, Cooper (Welland), Crawford, Cunningham, Curry, Dewart, Doherty, Drury, Ewanturel, Ferguson, Grant, Halcrow, Hall, Heenan, Hicks, Hill, Homuth, Johnston, Joynt, Lewis, McDonald, McNamara, MacBride, Marceau, Mathieu, Mills, O'Neill, Ramsden, Raney, Rollo, Sinclair, Slack, Stevenson, Swayze, Taylor, Thompson, Tolmie, Tooms, Warren, Watson. Total 47. Majority of 13 in favor of firemen.

By the same division the motion for the passing of the third and final reading of the Bill was carried and which then made the Two Platoon Act operative one month after it received the Royal Assent. The Firemen won the final round and the battle through the help of good staunch friends. It is a strange coincidence, and you should take note of these dates and figures: It was the 13th of May, 1921, the Day Off Act passed finally, and the 13th April, 1921 the Platoon Act passed with 13 of a majority, so that Mr. Jinx had no influence on the cause of the firemen.

No. 89

BILL

1921

An Act Respecting the Two-Platoon System for the Employees of Permanent Fire Departments.

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:—

1. This Act may be cited as The Fire Departments Two Platoon Act.

2. Where in any city or town having a population of not less than 10,000 there is a permanent fire department, the officers and employees of which are regularly employed as firemen and paid by the municipal corporation, it shall be the duty of the chief, superintendent or commission, as the case may be, to divide the members of the said fire department into two platoons who shall work according to one or other of the two following systems, namely:—

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No. 1 System—The said chief of the fire department shall not keep a platoon on duty for more than twenty-four consecutive hours after which the platoon working the twenty-four hours shall be allowed twenty-four consecutive hours off duty.

No. 2 System—One platoon shall work day work of ten consecutive hours, while the other platoon works night work of fourteen consecutive hours, each platoon to alternate every seventh day from night to day work and vice versa.

3. The provisions of this Act shall have effect notwithstanding any regulations or by-laws of a municipal corporation relating to a fire department and shall work in conjunction with The Fire Departments Hours of Labour Act.

4. No deduction shall be made from the pay or the holidays of the employees of a permanent fire department by reason only of the provisions of this Act applying to and being in force in the municipality.

5. This Act shall come into force and take effect one month after it receives the Royal Assent.

This review is given to show what can be gained through a solid, undivided and organized effort being put forward. It will also be noted that in the legislation asked for that there was nothing unusual in it, for it still left the firemen working longer hours than the other civic employees. Then, as a final analysis, what results have come out of both the Two Platoon System and the Day Off in Seven? In the olden times when a large fire would break out there would be a tired body of firemen after the fire was out, and when it is said body it is meant the whole strength of the department, for they were always on duty, and should another fire occur a few hours after the first mentioned large fire, instead of having a body of firemen alert, efficient and ready to meet the fray, there would be a fire department manned by strained firemen who had already taken sufficient punishment from smoke and heat for any able bodied man to stand, and were therefore in no proper condition to do the work demanded of them at the second fire. In comparison, to-day we have two platoon of men, one of the platoons always being on duty, and then there are the men who are on their day off. Let a fire come along and the men in the stations respond to it, and should it be a large one you will then find the men off duty on their day off, and the men from the platoon that is off duty, going to the fire to help their comrades, which is to the interests of the citizens whose property is in danger from the fire. It is a fresh body of men who are not fatigued but who are in the pink of condition, and which soon shows its benefits as the fire is quickly overcome and vanquished. EFFICIENCY has only one meaning, energetic firemen working under proper humane conditions which allow them some time to enjoy home comforts.

Since the passing of the Acts of Legislature governing the hours of employment for firemen the Federation of Ontario Fire Fighters has also been the means of having placed on the statutes different measures appertaining to the working of the fire department and also controlling fire hazards, as well as amendments to the Motor Vehicles Act, and from recommendations at the last convention many other proposed amendments and acts will be brought forward at the 1923 session of the Ontario Legislature.

#### UNITY A BYWORD

The above discourse is written to show that the organization of firemen has been well worth while and something that can never be paid for in dollars and cents, and, further, that it should always be a reminder to the firemen that by being united they will walk hand in hand with progress, while being divided they will fall over and into many a chasm. Then again this History of the Toronto Fire Fighters will go among our many friends in the business and financial sphere, and to them we would like to ask Have the firemen gone beyond bounds by asking for legislation and working conditions that are reasonable?

#### A LAST WORD

In drawing this treatise to a close let every fireman always keep in mind that he who gives of his service voluntarily and without force will also receive two fold in return. Let us be givers in a broad mind and not looking for what we will get back in return. As it has been said before, dollars and cents will not pay for everything, and in reiterating that statement let us add, that the firemen's investment of fifty cents each month is only a small donation that is indeed a mite in comparison to that large mountain we firemen have received in return.



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## Past Presidents of Toronto Firefighters LOCAL 113



WILBUR L. MOODIE

Joined Department November, 1910. Promoted to rank  
of Lieutenant in January, 1921.

President Toronto Firefighters Local 113  
1918-1919



DAVID LESLIE

Joined Department December, 1902. Promoted to  
Lieutenant January, 1916. Promoted to Captain  
January, 1919.

President of Toronto Firefighters Local 113  
1920-1921

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\*Headquarters—No. 1 Combination Truck; No. 1 High Pressure Hose Truck; No. 4 Aerial Motor Hook and Ladder Truck; No. 1 Water Tower. 142 to 150 Adelaide St. West.

Station No. 1—No. 1 Salvage Corps. 141 Bay St.

\*Station No. 2—No. 2 Pumper; No. 2 Aerial Motor Truck. N.W. corner Portland and Richmond Sts.

\*Station No. 3—No. 11 Pump. 488½ Yonge St.

\*Station No. 4—No. 4 Pump; No. 4 Motor Ladder Truck. S.W. corner Berkeley and Duke Sts.

Station No. 5—No. 8 Combination Hose and Chemical Truck; No. 1 Aerial Motor Hook and Ladder Truck. 110-112 Lombard St.

Station No. 6—No. 13 Combination. 315 Queen St. West.

Station No. 7—No. 4 Combination. 470 Dundas St. East.

\*Station No. 8—No. 7 Triple Combination Pump. S.W. corner College and Bellevue Ave.

\*Station No. 9—No. 2 Combination Hose and Chemical Truck. 16 Ossington Ave.

\*Station No. 10—No. 3 Pumper; No. 3 Aerial Motor Hook and Ladder Truck. 34 Yorkville Ave.

Station No. 11—No. 3 Combination. Corner Rose Ave. and Howard St.

\*Station No. 12—No. 12 Pump; No. 5 Motor Hook and Ladder Truck. 160 Bolton Ave.

\*Station No. 13—No. 1 Pump. 1717 Dundas St. West, near Lansdowne Ave.

\*Station No. 14—No. 14 Combination; No. 4 Hook and Ladder Truck. 754 Ossington Ave., near Bloor St.

\*Station No. 16—No. 16 Combination Hose and Chemical Truck; No. 5 Hose Truck; No. 2 High Pressure Hose Truck. 111-113 Richmond St. East, near Jarvis St.

\*Station No. 17—No. 12 Combination. 1907 Queen St. East, corner Herbert Ave.

\*Station No. 18—No. 6 Motor Hook and Ladder Truck; No. 15 Pumper. Cowan Ave., near Queen St.

Station No. 19—No. 14 Pumper. 386 Perth Ave., near Royce Ave.

\*Station No. 20—No. 15 Combination; No. 3 Motor Hook and Ladder Truck. 906 Keele St., near Dundas St.

Station No. 21—No. 21 Hose Truck. 69 Ford St., near Connelly St.

Station No. 22—No. 8 Motor Hook and Ladder Truck; No. 24 Combination Hose and Chemical Truck. 87 Main St., near Swanwick Ave.

Station No. 23—No. 23 Pumper. 243 Howland Ave., near Dupont St.

\*Station No. 24—No. 6 Triple Combination Motor Pump; No. 9 Motor Hook and Ladder Truck. Balmoral Ave., near Yonge St.

Station No. 25—No. 25 Combination Hose and Chemical Truck; No. 11 Motor Hook and Ladder. 61 Hendrick Ave., near St. Clair Ave.

\*Station No. 26—No. 8 Triple Combination Pump. 492 Greenwood Ave.

Station No. 27—No. 27 Hose Truck. 106 Ascot Ave., near Earls court Ave.

Station No. 28—No. 28 Hose Truck; No. 10 Hook and Ladder Truck. 16 Montgomery Ave., near Yonge St.

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Secretary-Treasurer  
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DAVID H. LAMB  
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The Provincial Federation of Ontario Fire Fighters

## Biographical Sketch of Members 1924 Board of Control

### MAYOR WILLIAM WELLEY HILTZ

Born, Erin Twp., Wellington County, Ont., 1872. Son of late Edward Hiltz, farmer. Educated, Georgetown and Brampton high schools, Milton Model School, and Normal College School, Hamilton. Service in council, six years as alderman, Ward 1. Elected Board of Control in 1921-22-23. Married Miss Annie D. Laidlaw, Georgetown, in 1899. Mr. and Mrs. Hiltz have 6 children. Religion, Methodist. Politics, Conservative. Occupation, builder, having built 350 substantial houses in North Riverdale. Residence, 682 Broadview Ave. G. 0137. Member Orange Order, Odd Fellows; Chairman, Management Committee, Industrial Schools, Mimico and East Toronto; committee of management Y.M.C.A.; president Methodist Sunday School Union of Toronto; Dominion Alliance committee; committee of 100, Riverdale Ratepayers' Association.

### CONTROLLER JOSEPH GIBBON

Born, Wellesley township, Waterloo County, 1864. Son of Michael Gibbons, farmer. Educated Maeton Separate School. Served in Council, alderman, Ward 5, 1915-1916-1917-1918. Controller, 1920-1921-1922-1923. Married Miss Margaret Corcoran, Haldimand County. Religion, Roman Catholic. Politics, Independent. Occupation, Business Agent, Toronto Street Railway Employee's Union since 1912. Was one of labor's representatives on Workmen's Compensation Board, Unemployment Commission, Ontario Housing Commission and War Trade Board. Member of the Independent Labor Party.

### CONTROLLER A. E. HACKER

Born Port Hope, Ont., June 7th, 1868. Son of Henry Hacker, Shipbuilder. Educated Public School, Port Hope. Served in Council, 1921-1922-1923 as Alderman for Ward 5; Controller 1924. Married Miss Hannah Mackay, Port Hope, Ont. Religion, Methodist. Politics, Liberal. Occupation, Realty Broker; office, 105 Continental Life Bldg.; Adelaide 3054. Residence, 638½ Euclid Ave.; Trinity 6517. Member of Harmony Lodge, A.F. & A.M., William III., L.O.L., No. 140.

### CONTROLLER THOMAS FOSTER

Born, Vaughan Road, York Township, 1852. Son of Mr. and Mrs. J. T. Foster. Educated, Public schools and British-American College. Served in City Council twenty years, eleven as alderman and nine as controller, including 1924. Married Miss Elizabeth Macauley, Toronto. Religion, Presbyterian. Politics, Conservative. Was Conservative M.P. for East York from 1917 to 1922. Occupation, retired. Activities, economical municipal government. Resides, 20 Victor Ave. Tel. Ger. 2292.

### CONTROLLER ROBERT HENDERSON CAMERON

Born, Aberdeen, Scotland, 1867. Son of late John Cameron. Educated in Toronto. Served in Council, alderman Ward 4, 1914-1915; Controller 1916-1917; ran for Mayor, 1918. Elected Controller 1919, 1920. Married Miss Camplin, of Toronto. Religion, Baptist. Politics, Conservative. Occupation, Manufacturer. Takes a strong stand in favor of economy in the administration of civic business.

### THE ALDERMEN FOR 1924

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R. Luxton  
G. Smith

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J. Winnett  
B. Wemp  
C. A. Risk

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F. Denton  
H. W. Hunt  
A. W. Garrick

WARD IV.—  
S. McBride  
N. Phillips  
C. Pearce

WARD V.—  
G. E. Blackburn  
W. J. Stewart  
B. J. Miller

WARD VI.—  
B. Sykes  
S. J. Wright  
I. S. Laxton

WARD VII.—  
S. Ryding  
F. Whetter  
H. M. Davy

WARD VIII.—  
F. M. Baker  
R. Dibble  
I. Turner

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WARD II.—  
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WARD III.—  
J. Wanless  
W. Houston

WARD IV.—  
J. McClelland  
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WARD V.—  
By Acclamation  
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Dr. G. S. Brown

WARD VI.—  
W. G. McBrien  
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WARD VII.—  
F. B. Edmunds  
Mrs. E. L. Grove

WARD VIII.—  
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# TORONTO BOARD OF CONTROL

1924



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Mayor  
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Controller  
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August 10, 1848

ADDRESS BY THE MAYORESS

MR. CHIEF ENGINEER, OFFICERS AND MEMBERS OF THE TORONTO FIRE BRIGADE:

Having been appointed by a number of the Ladies of our good City to address you on this occasion, I beg to say in their name and my own, that while we have reason to bless the Institutions of our Country, which have provided us with a brave and distinguished Army, and a valiant and powerful Navy, to protect us from the aggressions of foreign foes, we have no less reason to be proud of, nor less cause to be grateful to the generous and noble-minded men of the FIRE BRIGADE of Toronto, who, regardless of their own personal ease and domestic comfort, are ever ready voluntarily to come forward in the moment of peril, and risk their health, their limbs, or even their lives to protect their fellow-citizens from the ravages of accidental conflagration, or the direful machinations of the incendiary; and who, upon all such occasions, so fearlessly devoted their energies to preserve to us, our lives, our property, and our much-loved homes.

Impressed with these feelings, Gentlemen, the Ladies of Toronto have prepared as a complimentary testimonial, which I doubt not will, "by honorable and patriotic men, be more highly esteemed than pecuniary remuneration," a BANNER, emblazoned with suitable mottoes and devices, which I have now the honor of presenting to you, and which we trust you will preserve as an evidence of our high and grateful consideration; and allow me to assure you that it is accompanied by the united and heartfelt desire of the Ladies of Toronto, that the Almighty Ruler of the Universe may long bless and preserve you in health, happiness, and prosperity, to enjoy that confidence and esteem among your fellow-men to which your eminent services so justly entitle you!

REPLY OF THE CHIEF ENGINEER

MADAM, AND LADIES:

I assure you that it is with the greatest pleasure that I, on behalf of the TORONTO FIRE BRIGADE, render you their most grateful thanks, and my own, for this splendid token of your favourable estimation of our humble services.

We cordially join you in honoring those Institutions and those guardians of the Nation's safety—the Army and Navy—which have ever obtained, and still maintain, for our Fatherland, the proudest pre-eminence.

For the flattering terms in which you have been pleased to allude to the services of the FIRE BRIGADE, and your very generous declaration, that we share in the honor of forming that guard upon which you rely for the protection of your peaceful and happy firesides, accept our grateful thanks.

This BANNER, chaste, classical, and truly eloquent—every beautiful device producing in our breasts responsive emotions—proclaiming to the world, as it does, rich trophies

won from the flame, and awarded by you as a kind and generous testimony of your approval of our humble endeavours to shield all from harm or ruin.

Your valued gift—the Standard of the TORONTO FIRE BRIGADE—shall be ever dear to us; not more for its splendid and tasteful emblazonry than for the kind and feeling terms in which you have been pleased to convey it to us.

The BRIGADE has now existed nearly a quarter of a century, and there are many in that long-associated band before you who have never been absent from that thrilling summons, the Fire-alarm—and in Divine mercy they have been permitted to pass unscathed through the fiery ordeal, and to appear here this day to receive at your fair hands this very generous reward.

Ladies, allow me in the name of the TORONTO FIRE BRIGADE, to pledge you their truest devotion; and in future, as you hear upon the night wind the clanging of the Alarm-bell, and gaze with terror upon the maddening flame, you shall also hear the accustomed cry—"They come—the Firemen come!"—And amid the conflict with that terrible element, should any Firemen pause—if the word onward should fail—if nature should sink under the unequal contest—one word shall reverberate from rank to rank—but one word—and that word—the "BANNER!"—and, within hearing of that sound, there shall be no recreant Fireman.

And now, Ladies, in return for your kind wishes for our welfare, be pleased to accept our very grateful acknowledgments, and believe us that you will be held in our most valued estimation, so long as one device or one word of this magnificent BANNER remains, or so long as this proud day is remembered.

Uniting our most sincere prayers that you, the Ladies of our fair City, may long be blest with health and happiness, we thank you for the distinguished honor this day conferred upon the TORONTO FIRE BRIGADE.

---

This Banner was presented to District Chief Alex. Gunn, Jan. 17th, 1924, by his esteemed friend, E. J. Ritchey, who lives at 256 Dunn Avenue, Toronto. Mr. Ritchey has passed his 80th birthday, and is strong and hardy.

The Banner came into possession of Mr. Ritchey through his father, John Ritchey, who was one of the pioneers, having arrived here in 1819 after a perilous journey of 16 weeks crossing the Atlantic. Mr. Ritchey Sr. was a member of the City Council for many years, so had direct supervision of the Volunteer Fire Brigade.

The Banner is white satin in a most excellent state of preservation. Originally was presented by the ladies of Toronto through Mrs. Geo. Burnett, the Mayoress, at Government House to Chief Engineer Robt. Beard, who was in charge of the Volunteer Fire Brigade in 1848. Needless to say it is very highly treasured in its 76th year.

